OHIO PUBLIC WORKS COMMISSION

65 East State Street, Suite 312 Columbus, Ohio 43215 (614) 466-0880

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 6/90

PROJECT NAME Chantilly Subdivision Reconstruction

APPLICANT NAME

STREET

CITY/ZIP

CB715

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

Delhi Township

934 Neeb Road

Cincinnati, Ohio 45238

PROJECT TYPE	Street Reconstruction
TOTAL COST	\$ 992,049.00
DISTRICT NUMBER COUNTY	HAMILTON
PROJECT LOCATIO	N 7ID CODE 45220
FROJECT LOCATION	N ZIP CODE <u>45238</u>
	TOF FUNDING: \$000,000
TIECOMINICINDED AMOON	IT OF FUNDING: \$892,844
FUNDING	G SOURCE (<u>Check Only One</u>):
State Issue 2 District AllocationX Grant Loan Loan Assistance	n State Issue 2 Small Government Fund State Issue 2 Emergency Funds Local Transportation Improvement Fund
	FOR OPWC USE ONLY

OPWC PROJECT NUMBER: _____ OPWC FUNDING AMOUNT: \$ _____

1.0 APPLICANT INFORMATION

PHONE FAX

1.1	CHIEF EXECUTIVE OFFICER TITLE STREET CITY/ZIP	Nicholas J. LaScalea Chief Executive Officer - Trustee 934 Neeb Road Cincinnati, Ohio 45233
	PHONE FAX	(513) <u>922- 3111</u> (513) <u>922- 9315</u>
1.2	CHIEF FINANCIAL OFFICER TITLE STREET CITY/ZIP PHONE FAX	Robert A. Bedinghaus Chief Financial Officer - Clerk 934 Neeb Road Cincinnati, Ohio 45233 (513) 922- 3111 (513) 922- 9315
1.3	PROJECT MGR TITLE STREET CITY/ZIP PHONE FAX	Robert W. Bass Project Manager - Highway Supt. 665 Neeb Road Cincinnati, Ohio 45233 (513) 922-8609 (513) 922-8635
1.4	PROJECT CONTACT TITLE STREET CITY/ZIP PHONE FAX	Robert W. Bass Project Manager - Highway Supt. 665 Neeb Road Cincinnati, Ohio 45233 (513) 922-8609 (513) 922-8635
1.5	DISTRICT LIAISON TITLE STREET CITY/ZIP	Joseph Cottrill District Liaison Room 700-Cty Adm Bldg-138 E Court St Cincinnati, Ohio 45233

(513) <u>632-8540</u> (513) <u>723-9748</u>

2.0 PROJECT INFORMATION

IMPORTANT:

If project is multi-jurisdictional in nature, information must be consolidated for completion of this section.

2.1 PROJECT NAME: Chantilly Subdivision Reconstruction

BRIEF PROJECT DESCRIPTION - (Sections A through D): 2.2

A. SPECIFIC LOCATION: These four streets are located in the Chantilly Woods Subdivision which is in south central Delhi Township. These streets are: Ballantrae Court, from Glenoaks Drive to dead end; Chantilly Drive, from Glenoaks Drive to Mt. Alverno; Grosspointe Lane from dead end to dead end, Charing Cross, from Chantilly to dead end. Streets listed are approximately 1/3 of the largest subdivision in Delhi Township.

- B. PROJECT COMPONENTS: Project includes full depth reconstruction of the entire road surface, subgrade recompaction, underdrains, a 13" stone subbase, a 3" course of base asphalt with a 2" lift of surface asphalt and concrete curbs. Sidewalk repair included where needed.
- C. PHYSICAL DIMENSIONS/CHARACTERISTICS: Roadways are 25 ft. wide with asphalt overlaying concrete. Streets are approximately 35 years old. Pavements are in poor condition with standing water on surface and some localized flooding. Current overlays mask severe subgrade deficiencies.

D. DESIGN SERVICE CAPACITY:

IMPORTANT:

Detail shall be included regarding current service capacity vs. proposed service level. If road or bridge project, include ADT. If water or wastewater project, include current residential rates based on monthly usage of 7,756 gallons per household.

> Design is for maximum service due to extensive work being performed on the subgrade and drainage systems, the new curb and gutter and the new pavement.

2.3 REQUIRED SUPPORTING DOCUMENTATION

(Photographs/Additional Description; Capital Improvements Report; Priority List; 5-year plan; 2-year Maintenance of Effort report, etc.) Also discuss the number of temporary and/or fulltime jobs which are likely to be created as a result of this project. Attach

3.0 PROJECT FINANCIAL INFORMATION

3.1 PROJECT ESTIMATED COSTS (Round to Nearest Dollar):

a)	Project Engineering Costs:		
	1. Preliminary Engineering	\$	N/A
	2. Final Design	\$	N/A
	3. Construction Supervision	\$	N/A
b)	Acquisition Expenses		
•	1. Land	\$	N/A
	2. Right-of-Way	<u>\$</u>	N/A
c)	Construction Costs	\$	938,099.00
ď)	Equipment Costs	\$	N/A
e)	Other Direct Expenses	\$	N/A
f)	Contingencies	\$	53,950.00

g) TOTAL ESTIMATED COSTS \$ 992,049.00

3.2 PROJECT FINANCIAL RESOURCES (Round to nearest Dollar and Percent)

	•	Dollars	%
a)	Local In-Kind Contributions*	\$ N/A	
b)	Local Public Revenues	\$ 99,205.00	10%
c)	Local Private Revenues	\$ N/A	
d)	Other Public Revenues		
	1. ODOT	\$ N/A	
	2. FMHA	\$ N/A	
	3. OEPA	\$ N/A	
	4. OWDA	\$ N/A	
	5. CDBG	\$ N/A	
	6. Other	\$ N/A	
e)	OPWC Funds		
	1. Grant	<u>\$ 892,844.00</u>	90%
	2. Loan	\$ 0.00	
	Loan Assistance	\$ 0.00	
f)	TOTAL FINANCIAL RESOURCES	\$ 992,049.00	100%

^{*}If the required local match is to be 100% In-Kind Contributions, list source of funds to be used for retainage purposes:

3.3 AVAILABILITY OF LOCAL FUNDS

Indicate the status of <u>all</u> local share funding sources listed in section 3.2(a) through 3.4(c). In addition, if funds are coming from sources listed in section $\underline{3.2(d)}$, the following information <u>must be attached to this application:</u>

- 1) The date the funds are available;
- 2) Verification of funds in the form of an agency approval letter or agency project number. Please include the name and number of the agency contact person.

3.4 PREPAID ITEMS

4.0

4.2

4.3

BID PROCESS

CONSTRUCTION

Definitions:									
Cost Item - Non-construction costs, including preliminary engineering, final design acquisition expenses (land or right-of-way). Cost items (non-construction costs directly related to the project paid prior to receipt of fully executed Project Agreement from OPWC. Resource Category - Verification - Invoice(s) and copies of warrant(s) used to for prepaid costs accompanie by Project Manager's Certification (see section 1.4). IMPORTANT: Verification of all prepaid items shall be attached to this project application.									
COST ITEM		ems shall be attache <u>RESOURCE CATE</u>		COST					
1)				\$					
2)				\$					
TOTA	AL OF PREPAID IT	EMS <u>\$ N/A</u>							
3.5 REPAIR/RI This sections need only TOTAL PORTION OF PR State Issue 2 Fun (Not to exc TOTAL PORTION FOR IT State Issue 2 Fun (Not to exc	/ be completed if ROJECT REPAIR/ lds for Repair/Repeed 90%) PROJECT NEW/E	REPLACEMENT placement XPANSION		100% 90% 0%					
PROJECT SCHE	DULE	ESTIMATED	ESTIMA						
		START DATE	COMPL	ETE DATE					

10 / 11 / 93

11 / 25 / 93

11 / 08 / 93

06 / 30 / 95

5.0 APPLICANT CERTIFICATION

The Applicant Certifies That:

As the official representative of the Applicant, the undersigned certifies that: (1) he/she is legally empowered to represent the applicant in both requesting and accepting financial assistance as provided under Chapter 164 of the Ohio Revised Code and 164-1 of the Ohio Administrative Code; (2) that to the best of his/her knowledge and belief, all representations that are a part of this application are true and correct; (3) that all official documents and commitments of the applicant that are a part of this application have been duly authorized by the governing body of the Applicant; (4) and, should the requested financial assistance be provided, that in the execution of this project, the Applicant will comply with all assurances required by Ohio law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT:

Applicant certifies that physical construction on the project as defined in this application has not begun, and will not begin, until a Project Agreement on this project has been issued by the Ohio Public Works Commission. Action to the contrary is evidence that OPWC funds are not necessary to complete this project.

IMPORTANT:

In the event of a project cost underrun, applicant understands that the identified local match share (sections 3.2(a) through 3.2(c)) will be <u>paid in full</u> toward completion of this project. Unneeded OPWC funds will be returned to the funding source from which the project was financed.

Nicholas J. LaScalea - Chief Executive Officer (Township Trustee)
Certifying Representative (Type Name and Title)

Kuholas	Lacaley	
Signature/Daye	Signed	

Applicant shall check each of the statements below, confirming that all required information is included in this application:

X		A <u>five-year Capital Improvements Report</u> as required in 164-1-31 of the Ohio Administrative Code and a <u>two-year Maintenance of Local Effort Report</u> as required in 164-1-12 of the Ohio Administrative Code.
X		A registered professional engineer's estimate of useful life as required in 164-1-13 of the Ohio Administrative Code. Estimate shall contain engineer's original seal and signature.
X		A registered professional engineer's estimate of cost as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimate shall contain engineer's <u>original seal and signature.</u>
X		A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and to execute contracts.
x	YES N/A	A copy of the cooperation agreement(s) (for projects involving more than one subdivision or district).
X	YES N/A	Copies of all invoices and warrants for those items identified as "prepaid" in section 4.4 of this application.

6.0 DISTRICT COMMITTEE CERTIFICATION

The District Integrating Committee for District Number 2 Certifies That:
As the official representative of the District Public Works Integrating Committee, the undersigned hereby certifies: that this application for financial assistance as provided under Chapter 164 of the Ohio Revised Code has been duly selected by the appropriate body of the District Public Works Integrating Committee; that the project's selection was based entirely on an objective, District-oriented set of project evaluation criteria and selection methodology that are fully reflective of and in conformance with Ohio Revised Code Sections 164.05, 164.06, and 164.14, and Chapter 164-1 of the Ohio Administrative Code; and that the amount of financial assistance hereby recommended has been prudently derived in consideration of all other financial resources available to the project. As evidence of the District's due consideration of required project evaluation criteria, the results of this project's ratings under such criteria are attached to this application.
William W. Brayshaw, Chairman, District 2 Integrating Committee
Certifying Representative (Type Name and Title)
William W. Braysha 3-1-93 Signature/Date Signed
Signature/Date Signed /

2

SI2P-ROUND 5

TOTAL QUANTITY 15130.00	CONTINGENCIES	TALLOLERS THE SANT	4 CHARING CROSS SUBTOTAL	SUBTOTAL 2	3 GROSSEPOINTE	SUBTOTAL 3	2 CHANTILLY	SUBTOTAL 1	1 BALLENTRAE	UHBER STREET	TSOS	HEASURE		I HELI		26-JAN-1993
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USEFUL LIFE:

THIS IS TO CERTIFY THAT UPON SATISFACTORY COMPLETION OF THIS WORK, THE USEFUL LIFE OF THE STREETS ON THIS PROJECT WILL BE AT LEAST 20 YEARS.

SIGNED:

William W. Brayhour. 15

SI2P-ROUND 5

	26-JAN-1993								
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	COST	7.00	10000.00	10000.00	5.00	7.00	2.00	10.00	
UMBER	STREET								
ш	BALLENTRAE	1800.00	0.00	0.00	400.00	245.00	2500.00	1800.00	
	SUBTOTAL	12600.00	0.00	0.00	2000.00	1715.00	5000.00	18000.00	186480.00
2	CHANTILLY	5705.00	0.00	0.00	1270.00	400.00	7922.00	5704.00	
	SUBTOTAL	39935.00	0.00	0.00	6350.00	2800.00	15844.00	57040.00	442134.00
w	GROSSEPOINTE	2854.00	0.00	0.00	640.00	215.00	3964.00	2854.00	
	SUBTOTAL	19978.00	0.00	0.00	3200.00	1505.00	7928.00	28540.00	245290.00
4	CEARING CROSS	550.00	0.00	0.00	112.00	100.00	710.00	550.00	
	SUBTOTAL	3850.00	0.00	0.00	560.00	700.00	1420.00	5500.00	44195.00
	HOS AMOT	0.00	1.00	1.00	0.00	0.00	0.00	0.00	
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	CONTINGENCIES	100.00	0.00	0.00	200.00	100.00	400.00	100.00	
	SUBTOTAL	700.00	0.00	0.00	1000.00	700.00	800.00	1000.00	53950.00
	TOTAL QUANTITY	11009.00	1.00	1.00	2622.00	1060.00	15496.00	11008.00	992049.00
		77063.00	10000.00	10000.00	13110.00	7420.00	30992.00	110080.00	992049.00



ROAD MAINTENANCE 665 NEEB ROAD DELHI TOLLINSHIP CINCINNATI, OHIO 45233
 ADMINISTRATIVE OFFICES
 513/922-3111

 FIRE DEPARTMENT
 513/922-2011

 POLICE DEPARTMENT
 513/922-0060

 ROAD DEPARTMENT
 513/922-8609

DEPERTMENT OF
DEVELOPMENT SERVICES

513/922-3111

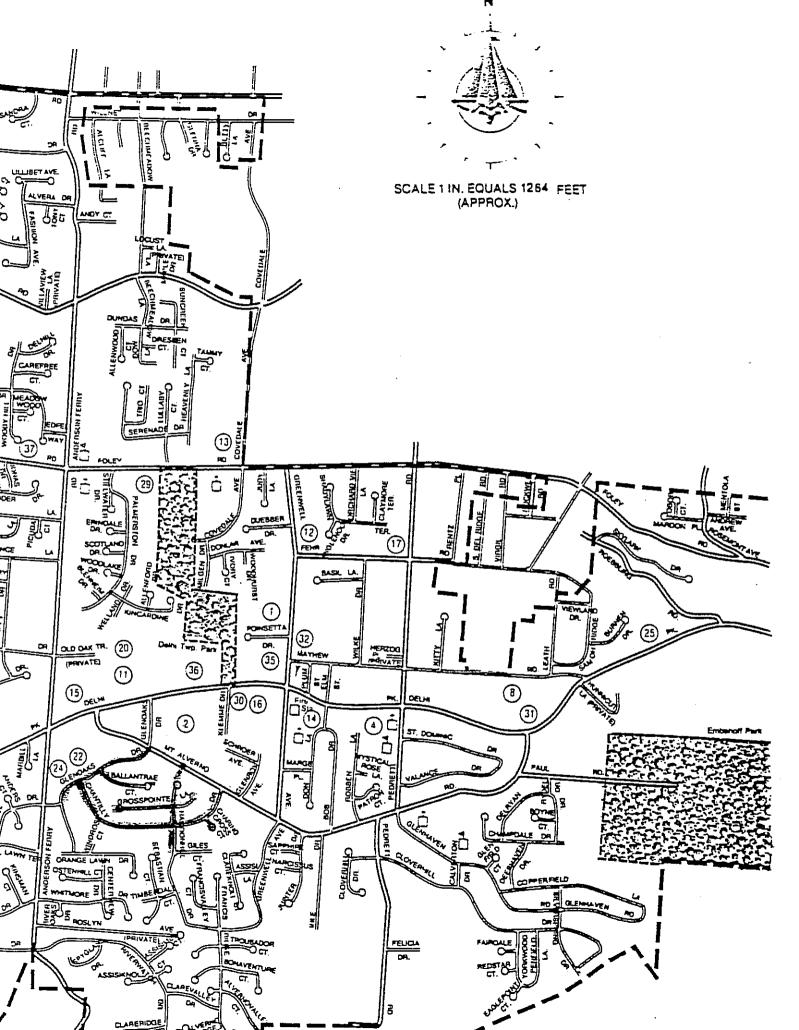
STATUS OF FUNDS

This is to certify that Delhi Townships portion of the funding for this project will become available on January 1, 1993.

Róbert A Bedinghaus

Township/Clerk & Chief Financial Officer







ROAD MAINTENANCE 665 NEEB ROAD DELHI TOWNSHIP CINCINNATI, OHIO 45233
 ADMINISTRATIVE OFFICES
 513/922-3111

 FIRE DEPRATMENT
 513/922-2011

 POUCE DEPRATMENT
 513/922-0060

 ROAD DEPARTMENT
 513/922-8609

 DEPARTMENT OF
 513/922-3111

Resolution 92-

Trustee Franke moved and Trustee LaScalea seconded to apply to the District 2 Integrating Committee for the below mentioned projects and to appoint Nicholas J. LaScalea as Chief Executive Officer, Robert A. Bedinghaus as Chief Financial Officer and Robert W. Bass as Project Manager.

Projects being requested for Issue 2 Infrastructure Bond Funding for Round Six:

1.) Chantilly Subdivision Reconstruction	\$	1,480,860.00
2.) Ivyhill Subdivision Reconstruction	\$	522,000.00
3.) Covedale West Street Reconstruction	\$	712,000.00
4.) Halidonhill/Glenoaks Reconstruction	\$	541,000.00
5.) Mt. Alverno Estates Reconstruction	\$	1,595,000.00
6.) Pontius Estates Reconstruction	\$	668,000.00
7.) Mapleton/Groton Reconstruction	<u>\$</u>	189,000.00
Grand Total	\$	5,707,860.00

Trustees Franke and LaScalea voted aye at roll call. Motion Carried.

Certificate of Clerk

It is hereby certified that the foregoing is a true and correct copy of a resolution adopted by the Delhi Township Board of Trustees in session on September 23, 1992.

In witness whereof I have hereunto set my hand this 23rd day of September, 1992.

Robert A. Bedinghaus - Township Clerk



A11D 4254A (Revised 12/89).

Auditor of State FINANCIAL REPORT OF TOWNSHIPS



45233

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... DELHI

Township, County of

ПИНЕДТОЙ

"This is an unaudited Financial Report"

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								Investments	3,108,612.89
	OTAL	0	0		<u> </u>	<u> </u>		Cash on Hand	0.00
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							F647	Outstanding Checks	229,657.99
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ROBERT . BEDINGINUS (513) 922-3111 Cincinnati (City or Volkage)

s	Road Section: 248.00		Inventory Date: 0	2/26/90
E	Name: GLENOAKS DRIVE			ieb
T	From: GLENOAKS DRIVE #360	0.0	_ -	
0		0.0	Jurisdiction: T	ownship.
N	To: BALLENTRAE COURT	0.0	Length (ft):	901.3
G E	Direction to: Subdivision:	CHANTILLY	Classification: M	ain
N E R	R.O.W Width: 50.0 ft		Travel Lanes: 2	
A L	Type Of Median:		Parking Lanes:	1
P A	Pavement Type: Composite Width:	25.0 ft	Num. of Layers:	0
VE	Pavement Layer Type	Thickness	Date Constr	ucted
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E				
N T	Area(yard ²): 2503.61 Features:			
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H	Type Width (in)	[]	Type Width	(in)
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E	Right Special 12.00	B Right	0.0	0
s				
T R	Num. of Culverts: 0	T Average Da	ily Traffic (ADT):	1362
U C	Num. of Bridges: 0	A & Trucks:	1.0 Bus Route:	N
T	Num. of Storm Sewer Inlets: 0	F Study: Est	imate Year:	1990
R E	Num. of Railroad Crossings: 0	C Num. of Tr	affic Signs: 0	
ט	Num. of Manholes: Left: 7	Right:	0 To	tal: 7
T I	Buried Overhe	ead Distance centerli		Right
L.	Electrical Cables: N N		0.00	0.00
r	Telephone Cables: N N Water Lines:		0.00	0.00
t	Water Lines: Gas Lines:		0.00	0.00
Ē	Sewer Lines:		0.00	0.00
	Fire Hydrants:		0.00	0.00
SI			0.00	0.00
S	Other:		0.00	0.00

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09/21/92 14:16:58
                          Composite Pavement Condition Rating Form
¤ Road section: 248.00
H Name: GLENOAKS DRIVE
                       Jurisdiction: Township Length:
                                               901.3 ft ¤
¤ From: GLENOAKS DRIVE #360 -
                       0.0
                           To: BALLENTRAE COURT - 0.0
Direction:
                                     Survey Date: 06/15/92
Maintenance Rating: 0 % Curb Deterioration: 0
Rated By: DAS Consult, Inc. - Kumar
                                                     Д
Distress Type
                         Severity
                                        Extent/Deduct Value¤
п
¤ Swell
                                                  40
                                                     Ħ
H Bond Loss
                            0
                                                     Д
                                          0
                                                  0
Reflective Cracking
                           2
                                                     Д
                                          4
                                                  25
¤ Slippage Cracking
                           0
                                                     д
                                          O
                                                  0
Weathering & Ravelling
                           2
                                                  20
                                                     Ц
Ħ
                                                     Ħ
                                                     Ħ
Ц
                                                     Ħ
¤
                                                     Ħ
Extent Key: 0 = 0% 1 = 1-5% 2 = 6-25% 3 = 26-50% 4 = 51-100%
Severity Key: 0 = None 1 = Low 2 = Moderate 3 = High PCI = 15
Record the PCI value and press any key to continue...
09/21/92 14:17:00
                          Composite Pavement Condition Rating Form
¤ Road section: 248.00
                                 PCI: 15
                                          ROI: 3
M Name: GLENOAKS DRIVE
                       Jurisdiction: Township Length: 901.3 ft ¤
From: GLENOAKS DRIVE #360 -
                       0.0 To: BALLENTRAE COURT -
                                              0.0
¤ Direction:
                                     Survey Date: 06/15/92
PCI
                Other Considerations
                                         Options Strategy¤
¤
        No distress -----
¤ 96-100
                                                     Д
                                            A1
        None -----
¤ 76-95
                                                     Д
                                            Α
                                                     Ħ
¤ 61-75
        Normal / Small amount of surface distress -----
Ħ
        Mostly surface distress -----
                                                     Д
                                           В
¤ 51-60
        Mostly surface distress -----
                                                     ¤
                                            В
        Distress evenly balanced -----
                                                     Ħ
                                           C
Ц
                                                     Д
        Mostly structural distress / Very rough (RQI < 2)
                                           D
¤ 41-50
        Relatively smooth (RQI >= 3) -----
                                                     ц
                                           С
        Rough (RQI <= 2)-----
                                                     Ħ
                                           D
¤ 26-40
                                                     ц
        Relatively smooth to rough (RQI >= 2) -----
                                           D
        Very rough (RQI < 2) -----
                                                     Д
                                           \mathbf{E}
¤ 01-25
                                                     ¤
        None -----
^{\text{CI}} Al = No Maintenance A = Routine Maintenance B = Periodic Maintenance ^{\text{CI}} C = Deferred Action D = Rehabilition E = Reconstruction
                                                     Д
                                                     Ħ
```

Record the strategy and press <enter> to continue...

		4		
S E	Road Section: 248.10		Inventory Date:	/ /
C	Name: GLENOAKS DRIVE		Completed By:	
I	From: GLENOAKS DRIVE #360	0.0	Jurisdiction:	Township
N	To: MT.ALVERNO	0.0	Length (ft):	0.0
G E N	Direction to: North Subdivision:		Classification:	Local
E R	R.O.W Width: 0.0 ft		Travel Lanes:	0
A L	Type Of Median: None		Parking Lanes:	0
PA	Pavement Type: Rigid Width:	0.0 ft	Num. of Layers:	0
VE	Pavement Layer Type	Thickness	Date Const	ructed
м		0.0	·/ / /	
E				
T	Area(yard ²): 0.00 Features:	TO BE MEASURED	AT LATER DATE	
	· · · · · · · · · · · · · · · · · · ·			
SH	Type Width (in)	<u> </u>	Type Width	(in)
S H O	Type Width (in)	C	Type Width	(in)
S H O U	Type Width (in) Left Asphalt 0.00	C U R Left	Type Width	
S H O U L		C U		00
SHOULD ER	Left Asphalt 0.00	C U R Left B Right	0.	00
SHOULD ER	Left Asphalt 0.00 Right Asphalt 0.00	C U R Left B Right	0. 0. ily Traffic (ADT)	00 00
SHOULDER STRUC	Left Asphalt 0.00 Right Asphalt 0.00 Num. of Culverts: 0 Num. of Bridges: 0	C U R Left B Right T Average Da R A Trucks:	0. 0. ily Traffic (ADT) 0.0 Bus Route	00 00 : 0
SHOULDER STRUCTU	Left Asphalt 0.00 Right Asphalt 0.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0	C U R Left B Right T Average Da R A Trucks: F Study: Est. I	0. 0. ily Traffic (ADT) 0.0 Bus Route imate Year	00 00 : 0
SHOULDER STRUCTUR	Left Asphalt 0.00 Right Asphalt 0.00 Num. of Culverts: 0 Num. of Bridges: 0	C U R Left B Right T Average Da R A Trucks: F Study: Est. I	0. 0. ily Traffic (ADT) 0.0 Bus Route	00 00 : 0
SHOULDER STRUCTURE	Left Asphalt 0.00 Right Asphalt 0.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0	C U R Left B Right T Average Da R A Trucks: F Study: Est. I	0. 0. ily Traffic (ADT) 0.0 Bus Route imate Year affic Signs: 0	00 00 : 0 : N : 0
SHOULDER SPRUCEURS	Left Asphalt 0.00 Right Asphalt 0.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0 Num. of Railroad Crossings: 0 Num. of Manholes: Left: 0 Buried Overhe	C U R Left B Right T Average Da R A Trucks: F Study: Est. I C Num. of Trucks: Right: ead Distance	0. 0. ily Traffic (ADT) 0.0 Bus Route imate Year affic Signs: 0 0 T	00 00 : 0 : N : 0
SHOULDER STRUCTURE	Left Asphalt 0.00 Right Asphalt 0.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0 Num. of Railroad Crossings: 0 Num. of Manholes: Left: 0 Buried Overher Electrical Cables: N	C U R Left B Right T Average Da R Trucks: F Study: Est I C Num. of Tracks: Right:	O. O. ily Traffic (ADT) O.O Bus Route imate Year affic Signs: O O T from Lef	00 00 : 0 : N : 0 otal: 0
SHOULDER STRUCTURE	Left Asphalt 0.00 Right Asphalt 0.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0 Num. of Railroad Crossings: 0 Num. of Manholes: Left: 0 Buried Overher Electrical Cables: N N	C U R Left B Right T Average Da R A Trucks: F Study: Est. I C Num. of Trucks: Right: ead Distance	0. 0. ily Traffic (ADT) 0.0 Bus Route imate Year affic Signs: 0 0 T	00 00 : 0 : N : 0 otal: 0 t Right
SHOULDER STRUCTURE JOSE	Left Asphalt 0.00 Right Asphalt 0.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0 Num. of Railroad Crossings: 0 Num. of Manholes: Left: 0 Buried Overher Electrical Cables: N Num. N Water Lines:	C U R Left B Right T Average Da R A Trucks: F Study: Est. I C Num. of Trucks: Right: ead Distance	o. ily Traffic (ADT) 0.0 Bus Route imate Year affic Signs: 0 from Lef ne (ft):	00 00 2 0 2 N 3 O 5 tal: 0 5 tal: 0
SHOULDER STRUCTURE JOILLE	Left Asphalt 0.00 Right Asphalt 0.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0 Num. of Railroad Crossings: 0 Num. of Manholes: Left: 0 Buried Overher Electrical Cables: N Telephone Cables: N Water Lines: Gas Lines:	C U R Left B Right T Average Da R A Trucks: F Study: Est. I C Num. of Trucks: Right: ead Distance	O. O. ily Traffic (ADT) O.O Bus Route imate Year affic Signs: O Trom Lef ne (ft): O.O O.O O.O	00 00 2 0 2 N 3 O 4 Right 0 0.00 0 0.00
SHOULDER STRUCTURE JULI	Left Asphalt 0.00 Right Asphalt 0.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0 Num. of Railroad Crossings: 0 Num. of Manholes: Left: 0 Buried Overher Electrical Cables: N Telephone Cables: N Water Lines: Gas Lines: Sewer Lines:	C U R Left B Right T Average Da R A Trucks: F Study: Est. I C Num. of Trucks: Right: ead Distance	o. ily Traffic (ADT) 0.0 Bus Route imate Year affic Signs: 0 from Lef ne (ft):	00 00 : 0 : N : 0 otal: 0 t Right 0 0.00 0 0.00
SHOULDER STRUCTURE UTILITIES	Left Asphalt 0.00 Right Asphalt 0.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0 Num. of Railroad Crossings: 0 Num. of Manholes: Left: 0 Buried Overher Electrical Cables: N Telephone Cables: N Water Lines: Gas Lines:	C U R Left B Right T Average Da R A Trucks: F Study: Est. I C Num. of Trucks: Right: ead Distance	O. O. ily Traffic (ADT) O.O Bus Route imate Year affic Signs: O Trom Lef ne (ft): O.O O.O O.O O.O O.O	00 00 2 0 2 N 3 O 4 Right 0 0.00 0 0.00 0 0.00

```
09/21/92 14:17:52
                              Rigid Pavement Condition Rating Form
E Road section: 248.10
Mame: GLENOAKS DRIVE
                        Jurisdiction: Township
                                                   0.0 ft ¤
                                          Length:
# From: GLENOAKS DRIVE #360 -
                         0.0 To: MT.ALVERNO - 0.0
                                                        Ħ
¤ Direction: North
                                                        Д
                                       Survey Date: 06/10/92
Maintenance Rating: 0% Curb Deterioration: 0Rated By: DAS Consult Inc. -- Kumar
                                                        п
Д
     Distress Type
                          Severity
                                          Extent/Deduct Value¤
Ц
Durability "D" Cracking
                                                        ¤
                             1
                                                    20
¤ Spalling
                             2
                                                    15
E Crazing or Map Cracking
                             2
                                                        Ħ
                                            3
                                                    10
Longitudinal & Transverse Cracking
                             2
                                                        Д
                                                    15
¤ Pumping
                             0
                                                        Ħ
                                            0
                                                     0
¤ Faulting
                             2
                                                        ¤
                                                    25
                                                        Ħ
Ц
                                                        п
Ħ
                                                        п
Extent Key: 0 = 0% 1 = 1-5% 2 = 6-25% 3 = 26-50% 4 = 510% Severity Key: 0 = None 1 = Low 2 = Moderate 3 = High PCI = 15
                                      3 = 26-50\% 4 = 51-100\%
Record the PCI value and press any key to continue...
09/21/92 14:17:55
                              Rigid Pavement Condition Rating Form
Road section: 248.10
                                   PCI: 15
                                            RQI: 3
Mame: GLENOAKS DRIVE
                                                   0.0 ft ¤
                         Jurisdiction: Township
                                          Length:
From: GLENOAKS DRIVE #360 -
                        0.0 To: MT.ALVERNO -
                                            0.0
                                                        Д
¤ Direction: North
                                       Survey Date: 06/10/92
<sup>Ħ</sup>ĊĠĊĊĊĠĊĊĊĊĊĊĊĊĊĊĊĊĊĊĊĊĊĊ
¤
 PCI
                Other Considerations
                                            Options Strategy¤
                                                        ¤
¤ 96-100
        No distress -----
                                                        Ħ
                                              A1
¤ 76-95
        None -----
                                                        ¤
                                              Α
¤ 61-75
        Normal / Small amount of surface distress -----
                                                        Ħ
                                              Α
        Mostly surface distress -----
                                                        ¤
¤ 51-60
        Mostly surface distress -----
                                              В
                                                        Ħ
        Distress evenly balanced -----
                                                        ¤
                                              C
Ц
        Mostly structural distress / Very rough (RQI < 2)
                                                        Д
                                             D
¤ 41-50
        С
                                                        Ħ
                                                        Ħ
                                              D
¤ 26-40
        Relatively smooth to rough (RQI >= 2) -----
                                                        Ħ
                                              D
        Very rough (RQI < 2) -----
                                                        Д
                                              \mathbf{E}
<sup>¤</sup> 01-25
        None -----
                                                        д
A1 = No Maintenance A = Routine Maintenance B = Periodic Maintenance C = C Deferred Action C = C Rehabilition C = C Reconstruction
                                                        Ħ
                                                        Д
```

Record the strategy and press <enter> to continue...

S					
E	1		Inve	ntory Date: (02/26/90
C	Name: GLENOAKS DRIVE		Comp	leted By: 1	MEB
ī o	From: BALLENTRAE COURT	0	.0 Juri:	sdiction:	Fownshi
N	To: BRIARHILL DRIVE	0.	.0 Lengt	th (ft):	•
G E	Direction to: Subdivision				
N		CHANTII	LY Class	sification: }	Main
E R	R.O.W Width: 50.0 ft		Trave	el Lanes: 2	2
A L	Type Of Median:		Parki	ing Lanes:	1
P	Pavement Type: Composite Width:	25.0 f	t Num.	of Layers:	0
7	Pavement Layer Type		ckness	Date Constr	
3					
1			0.0	/ /	
	Area(yard ²): 1736.11 Features:				
:					
	Type Width (in)	1 1	Witten a	***	4.1.
• -		c	Туре	Width	(1n)
	Left Special 12.00	U R Left		·	_
		B		0.0	0
	Right Special 12.00	Righ	t	0.0	0
	Num. of Culverts: 0		······································	<u> </u>	
l	Num. of Culverts: 0	T Aver	age Daily Tr	affic (ADT):	1050
l	Num. of Bridges: 0	A % Tr	icks: 1.0	Bus Route:	N
		াম			
	Num. of Storm Sewer Inlets: 0	l ^	r. Fatimata		
	Num. of Storm Sewer Inlets: 0	F Stud	/: Estimate	Year:	1990
	Num. of Storm Sewer Inlets: 0 Num. of Railroad Crossings: 0	F Stud	of Traffic		1990
		F Stud		Signs: 0	· ·········· ·
	Num. of Railroad Crossings: 0	F Study I C Num.	of Traffic :	Signs: 0 To:	tal:
	Num. of Railroad Crossings: 0 Num. of Manholes: Left: 6 Buried Overhee Electrical Cables: N	F Study I C Num.	of Traffic	Figns: 0 Total	tal: Righ
	Num. of Railroad Crossings: 0 Num. of Manholes: Left: 6 Buried Overhee Electrical Cables: N N Telephone Cables: N N	F Study I C Num.	of Traffic :	Total	tal: Righ
	Num. of Railroad Crossings: 0 Num. of Manholes: Left: 6 Buried Overhe Electrical Cables: N N Telephone Cables: N N Water Lines:	F Study I C Num.	of Traffic :	To: Left 0.00	Eal: Righ
	Num. of Railroad Crossings: 0 Num. of Manholes: Left: 6 Buried Overhe Electrical Cables: N N Telephone Cables: N N Water Lines: Gas Lines:	F Study I C Num.	of Traffic :	To: Left 0.00 0.00 0.00	Righ: 0.00
	Num. of Railroad Crossings: 0 Num. of Manholes: Left: 6 Buried Overhe Electrical Cables: N N Telephone Cables: N N Water Lines: Gas Lines: Sewer Lines:	F Study I C Num.	of Traffic :	To: Left 0.00	Righ 0.00 0.00 0.00
	Num. of Railroad Crossings: 0 Num. of Manholes: Left: 6 Buried Overhe Electrical Cables: N N Telephone Cables: N N Water Lines: Gas Lines:	F Study I C Num.	of Traffic :	To: Left 0.00 0.00 0.00 0.00	······································

```
09/21/92 14:18:22
                            Composite Pavement Condition Rating Form
Road section: 249.00
                                                         ¤
Mame: GLENOAKS DRIVE
                         Jurisdiction: Township Length: 625.0 ft ¤
# From: BALLENTRAE COURT -
                      0.0 To: BRIARHILL DRIVE - 0.0
¤ Direction:
                                       Survey Date: 06/15/92
                                                         ¤
Maintenance Rating: 0 % Curb Deterioration: 0
Rated By: DAS Consult, Inc. - Kumar
                                                         Ħ
Distress Type
                          Severity
                                           Extent/Deduct Value¤
Д
¤ Swell
                             3
                                                     35
                                                         п
H Bond Loss
                             0
                                                         Д
                                             0
                                                     0
m Reflective Cracking
                             2
                                                     25
                                                         ¤
p Slippage Cracking
                             0
                                                         Ц
                                             0
                                                     0
m Weathering & Ravelling
                             2
                                                         Ħ
                                                     20
                                                         ¤
¤
                                                         ц
Ħ
                                                         ¤
Д
^{\text{II}} Extent Key: 0 = 0% 1 = 1-5% 2 = 6-25% 3 = 26-50% 4 = 51-100% ^{\text{II}} Severity Key: 0 = None 1 = Low 2 = Moderate 3 = High PCI = 20 ^{\text{II}}
Record the PCI value and press any key to continue...
09/21/92 14:18:25
                           Composite Pavement Condition Rating Form
Road section: 249.00
                                   PCI: 20
                                         ROI: 3
M Name: GLENOAKS DRIVE Jurisdiction: Township Length: 6

H From: BALLENTRAE COURT - 0.0 To: BRIARHILL DRIVE - 0.0
                                                  625.0 ft ¤
                                                         Ħ
¤ Direction:
                                       Survey Date: 06/15/92
Other Considerations
                                            Options
                                                         Ħ
        No distress -----
¤ 96-100
                                                         Ħ
                                               A1
        None -----
¤ 76-95
                                                         Д
¤ 61-75
        Normal / Small amount of surface distress -----
                                                         ¤
                                               Α
        Mostly surface distress -----
                                                         Ħ
                                               В
¤ 51-60
        Mostly surface distress -----
                                                         \pi
                                               В
        Distress evenly balanced -----
Ц
                                                         ¤
        Mostly structural distress / Very rough (RQI < 2)
                                                         Д
        41-50
                                                         Ħ
¤
                                                         Ħ
                                              D
¤ 26-40
        Relatively smooth to rough (RQI >= 2) -----
                                                         ¤
                                               D
        Very rough (RQI < 2) ------
Ħ
                                                         Ħ
¤ 01-25
                                                         Д
# A1 = No Maintenance
                  A = Routine Maintenance
D = Rehabilition
B = Periodic Maintenance
E = Reconstruction
                                                         Д
                                                         Ħ
^{\text{m}} C = Deferred Action
Record the strategy and press <enter> to continue...
```

	•		•			
S E	Road Section: 250.00		17.	Inventor	y Date:	02/26/90
C T	Name: GLENOAKS DRIVE			Completed	i By:	MEB
I	From: BRIARHILL DRIVE		0.0	Jurisdict	tion:	Township
NT	To: ORANGELAWN TERRACE		0.0	Length (ft):	702.0
	Direction to: Subdivision:	CI	HANTILLY	Classific	ation:	Collecto
	R.O.W Width: 50.0 ft		•	Travel La		2
	Type Of Median:				-	
-	- I not			Parking I	anes:	1
	Pavement Type: Composite Width:	2	25.0 ft	Num. of I	Layers:	o
	Pavement Layer Type			Dat	e Const	ructed
			0.0,		·/ / /	
	Area(yard ²): 1950.00 Features:					
l						
ı	Type Width (in)	1 1	7	Press	675.34.4	
	Type Width (in)	c	1	Гуре	Width	(in)
	Type Width (in) Left Special 12.00	U R	I - Left	Гуре	Width	
		ט	-	Type		00
	Left Special 12.00	U R	Left	Гуре	0.	00
	Left Special 12.00	T U	Left		0.	00
	Left Special 12.00 Right Special 12.00	T R	Left Right	ly Traffi	0. 0. c (ADT)	00 00 00 : 750
	Left Special 12.00 Right Special 12.00 Num. of Culverts: 0	U R B	Left Right Average Dai	.ly Traffi	O. O. C (ADT)	00 00 : 750 : N
	Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0	T R A F	Left Right Average Dai % Trucks: 1 Study: Esti	.ly Traffi O Bu	O. O. C (ADT) S Route	00 00 00 : 750
9.	Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0	T R A F F	Left Right Average Dai	.ly Traffi O Bu	O. O. C (ADT) S Route	00 00 : 750 : N
	Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0	T R A F F	Left Right Average Dai % Trucks: 1 Study: Esti	.ly Traffi O Bu	0. 0. c (ADT) s Route Year	00 00 : 750 : N
	Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0 Num. of Railroad Crossings: 0	T R A F I C	Left Right Average Dai % Trucks: 1 Study: Esti Num. of Tra Right: Distance	.ly Traffi0 Bu mate ffic Sign 0 from	0. 0. c (ADT) s Route Year	00 00 : 750 : N : 1990
	Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0 Num. of Railroad Crossings: 0 Num. of Manholes: Left: 0 Buried Overhe	T R A F I C	Left Right Average Dai % Trucks: 1 Study: Esti Num. of Tra	.ly Traffi0 Bu mate ffic Sign 0 from	O. O. C (ADT) s Route Year s: O	00 00 : 750 : N : 1990
	Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0 Num. of Railroad Crossings: 0 Num. of Manholes: Left: 0 Buried Overher Electrical Cables: N N Telephone Cables: N	T R A F I C	Left Right Average Dai % Trucks: 1 Study: Esti Num. of Tra Right: Distance	.ly Traffi0 Bu mate ffic Sign 0 from	O. O. C (ADT) S Route Year S: O	00 00 : 750 : N : 1990 otal: t Righ
	Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0 Num. of Railroad Crossings: 0 Num. of Manholes: Left: 0 Buried Overhee Electrical Cables: N Telephone Cables: N Name of	T R A F I C	Left Right Average Dai % Trucks: 1 Study: Esti Num. of Tra Right: Distance	.ly Traffi0 Bu mate ffic Sign 0 from	O. C (ADT) S Route Year S: O Tell O.00 0.00	00 00 : 750 : N : 1990 otal: t Righ
	Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0 Num. of Railroad Crossings: 0 Num. of Manholes: Left: 0 Buried Overhe Electrical Cables: N Telephone Cables: N Water Lines: Gas Lines:	T R A F I C	Left Right Average Dai % Trucks: 1 Study: Esti Num. of Tra Right: Distance	.ly Traffi0 Bu mate ffic Sign 0 from	0. 0. 0. C (ADT) S Route Year S: 0 To	00 00 : 750 : N : 1990 otal: t Righ
	Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0 Num. of Railroad Crossings: 0 Num. of Manholes: Left: 0 Buried Overhe Electrical Cables: N Telephone Cables: N Water Lines: Gas Lines: Sewer Lines:	T R A F I C	Left Right Average Dai % Trucks: 1 Study: Esti Num. of Tra Right: Distance	.ly Traffi0 Bu mate ffic Sign 0 from	0. 0. 0. c (ADT) s Route Year s: 0	00 00 : 750 : N : 1990 otal: t Right 0 0.00
	Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0 Num. of Railroad Crossings: 0 Num. of Manholes: Left: 0 Buried Overhe Electrical Cables: N Telephone Cables: N Water Lines: Gas Lines:	T R A F I C	Left Right Average Dai % Trucks: 1 Study: Esti Num. of Tra Right: Distance	.ly Traffi0 Bu mate ffic Sign 0 from	0. 0. C (ADT) S Route Year S: 0 To	00 00 : 750 : N : 1990 otal: (t Right 0 0.00 0 0.00 0 0.00

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09/21/92 14:18:56
                                                 Composite Pavement Condition Rating Form
m Road section: 250.00
                                                                                                     п
m Name: GLENOAKS DRIVE
                                            Jurisdiction: Township
                                                                                         702.0 ft ¤
                                                                            Length:
# From: BRIARHILL DRIVE -
                                      0.0
                                                    To: ORANGELAWN TERRACE -
                                                                                                     Д
                                                                                         0.0
m Direction:
                                                                                                    Д
                                                                      Survey Date: 06/15/92
Maintenance Rating: 0 % Curb Deterioration:
Rated By: DAS Consult, Inc. - Kumar
                                                                                                    Д
Distress Type
                                               Severity
                                                                           Extent/Deduct Value¤
Д
¤ Swell
                                                    0
                                                                                                    Ħ
                                                                                0
                                                                                               0
¤ Bond Loss
                                                    0
                                                                                                    Ħ
                                                                                0
                                                                                               0
¤ Reflective Cracking
                                                    1
                                                                                4
                                                                                              15
                                                                                                    Ħ
¤ Slippage Cracking
                                                    0
                                                                                                    ¤
                                                                               0
                                                                                               0
Weathering & Ravelling
                                                    1
                                                                                2
                                                                                               5
                                                                                                    Д
                                                                                                    ¤
Д
                                                                                                    ¤
Ħ
                                                                                                    Ħ
¤
                                                                                                     П
Extent Key: 0 = 0% 1 = 1-5% 2 = 6-25% 3 = 26-50% 4 = 51-100%
Expression Severity Key: 0 = None 1 = Low
                                                 2 = Moderate 3 = High PCI = 80
Record the PCI value and press any key to continue...
09/21/92 14:18:58
                                                 Composite Pavement Condition Rating Form
Road section: 250.00
                                                              PCI: 80
                                                                               RQI: 3
Mame: GLENOAKS DRIVE
                                            Jurisdiction: Township
                                                                                         702.0 ft ¤
                                                                           Length:
From: BRIARHILL DRIVE - 0.0
                                                   To: ORANGELAWN TERRACE -
                                                                                         0.0
Direction:
                                                                                                    Ħ
                                                                     Survey Date: 06/15/92
PCI
                               Other Considerations
                                                                              Options Strategy¤
                                                                                                    ¤
¤ 96-100
               No distress -----
                                                                                                    Д
                                                                                  A1
¤ 76-95
               None -----
                                                                                                    ц
                                                                                  Α
                                                                                              Α
¤ 61-75
               Normal / Small amount of surface distress -----
                                                                                                    Ц
                                                                                  Α
               Mostly surface distress -----
                                                                                                    Д
                                                                                  В
¤ 51-60
               Mostly surface distress -----
                                                                                  В
                                                                                                    Д
Ц
               Distress evenly balanced -----
                                                                                                    Д
                                                                                  C
¤
               Mostly structural distress / Very rough (RQI < 2)
                                                                                                    ¤
                                                                                  \mathbf{D}
¤ 41-50
              Relatively smooth (RQI >= 3) -----
                                                                                  C
                                                                                                    Д
               Rough (RQI <= 2)-----
                                                                                  D
                                                                                                    Ħ
¤ 26−40
               Relatively smooth to rough (RQI >= 2) -----
                                                                                                    ¤
                                                                                  ח
               Very rough (RQI < 2) -----
                                                                                                    Д
                                                                                  E
<sup>□</sup> 01~25
              None ----
                                                                                                    Д
                                                                                  E
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Record the strategy and press <enter> to continue...

	Noud	Inventory			
Road Section: 252.00			Inve	ntory Date: (02/23/90
Name: BALLANTRAE COU	RT		Comp	leted By: 1	4EB
From: GLENOAKS DRIVE		0.	0 Juri	sdiction: 3	Cownship
To: END		0.	0 Leng	th (ft):	900.0
Direction to:	Subdivisio	a: CHANTIL	LY Clas	sification:]	Local
R.O.W Width: 50.	0 ft		Trav	el Lanes:	2
Type Of Median:		-	Park	ing Lanes:	1
Pavement Type: Compo	site Widt	h: 25.2 f	t Num.	of Layers:	0
Pavement Layer	Туре	Thi	ckness	Date Consti	ructed
			0.0,	/ /	
Area(yard ²): 25	20.00 Features	:			
Туре	Width (in)		Type	Width	(in)
Туре	Width (in)	C	Type	Width	(in)
Type Left Special	Width (in) 	T Left	Type 	Width 	
		[ช]			00
Left Special	12.00	R Left B Right	±	0.0	00
Left Special Right Special	12.00	T Avera	age Daily T	O.C	62
Left Special Right Special Num. of Culverts: 0 Num. of Bridges: 0	12.00	T Avera	age Daily Tr	0.0 0.0 raffic (ADT): Bus Route:	00 00 62 N
Left Special Right Special Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer 1	12.00 12.00 Inlets: 0	T Avera	age Daily Toucks: 1.0	0.0 0.0 raffic (ADT): Bus Route: Year:	62
Left Special Right Special Num. of Culverts: 0 Num. of Bridges: 0	12.00 12.00 Inlets: 0	T Avera	age Daily Tr	0.0 0.0 raffic (ADT): Bus Route: Year:	00 00 62 N
Left Special Right Special Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer 1	12.00 12.00 Inlets: 0	T Avera R & Tru F Study I Num.	age Daily Toucks: 1.0	O.0 O.0 Raffic (ADT): Bus Route: Year: Signs: 0	00 00 62 N
Left Special Right Special Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer 1 Num. of Railroad Cross	12.00 12.00 Inlets: 0 ssings: 0	U R Left B Right T Avera R % Tru F Study I Num.	age Daily Tracks: 1.0 y: Estimate of Traffic Right: 0	O.0 O.0 Raffic (ADT): Bus Route: Year: Signs: 0 To	00 00 62 N 1990
Left Special Right Special Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer 1 Num. of Railroad Cros Num. of Manholes:	12.00 12.00 Inlets: 0 ssings: 0	U R Left B Right T Avera R % Tru F Study I Num.	age Daily Tracks: 1.0 y: Estimate of Traffic	O.0 O.0 Raffic (ADT): Bus Route: Year: Signs: 0 To	00 62 N 1990
Left Special Right Special Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer 1 Num. of Railroad Cros Num. of Manholes: Electrical Cables: Telephone Cables:	12.00 12.00 Inlets: 0 ssings: 0 Left: 8 Buried Over	U R Left B Right T Avers R A % Tru F Study I C Num.	age Daily Tracks: 1.0 y: Estimate of Traffic Right: 0	O.0 O.0 Taffic (ADT): Bus Route: Year: Signs: O To Left	00 62 N 1990
Left Special Right Special Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer 1 Num. of Railroad Cros Num. of Manholes: Electrical Cables: Telephone Cables: Water Lines:	12.00 12.00 Inlets: 0 ssings: 0 Left: 8 Buried Over	T Avera R A % Tru F Study I C Num.	age Daily Tracks: 1.0 y: Estimate of Traffic Right: 0	O.0 O.0 Raffic (ADT): Bus Route: Year: Signs: 0 To Left:	00 62 N 1990 tal: Righ
Left Special Right Special Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer 1 Num. of Railroad Cros Num. of Manholes: Electrical Cables: Telephone Cables: Water Lines: Gas Lines:	12.00 12.00 Inlets: 0 ssings: 0 Left: 8 Buried Over	T Avera R A % Tru F Study I C Num.	age Daily Tracks: 1.0 y: Estimate of Traffic Right: 0	O.0 raffic (ADT): Bus Route: Year: Signs: 0 To Left: 1.0.00	00 62 N 1990 rtal: Righ
Left Special Right Special Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer 1 Num. of Railroad Cros Num. of Manholes: Electrical Cables: Telephone Cables: Water Lines: Gas Lines: Sewer Lines:	12.00 12.00 Inlets: 0 ssings: 0 Left: 8 Buried Over	T Avera R A % Tru F Study I C Num.	age Daily Tracks: 1.0 y: Estimate of Traffic Right: 0	To Left:	00 62 N 1990 tal: Righ
Left Special Right Special Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer 1 Num. of Railroad Cros Num. of Manholes: Electrical Cables: Telephone Cables: Water Lines: Gas Lines:	12.00 12.00 Inlets: 0 ssings: 0 Left: 8 Buried Over	T Avera R A % Tru F Study I C Num.	age Daily Tracks: 1.0 y: Estimate of Traffic Right: 0	O.0 O.0 O.0 Taffic (ADT): Bus Route: Year: Signs: O Left O.00 O.00 O.00 O.00	00 62 N 1990 tal: Righ

```
09/21/92 14:19:25
                            Composite Pavement Condition Rating Form
£
Road section: 252.00
Mame: BALLANTRAE COURT
                                                   900.0 ft ¤
                         Jurisdiction: Township
                                            Length:
From: GLENOAKS DRIVE -
                     0.0
                              To: END -
                                        0.0
                                                          п
Direction:
                                                          \mathbf{z}
                                        Survey Date: 06/15/92
Maintenance Rating: 0 % Curb Deterioration: 0 Rated By: DAS Consult, Inc. - Kumar
                                                          П
a
     Distress Type
                           Severity
                                            Extent/Deduct Value¤
¤
g Swell
                              3
                                              1
                                                       20
                                                          Д
g Bond Loss
                                                       5
                              1
                                              1
                                                          Ħ
q Reflective Cracking
                              2
                                                          Ħ
                                              4
                                                       25
g Slippage Cracking
                              0
                                              0
                                                          Д
                                                       0
q Weathering & Ravelling
                              1
                                                          ¤
                                              3
                                                       10
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                                                          Ħ
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пſ
                                                          ц
Extent Key: 0 = 0% 1 = 1-5% 2 = 6-25% 3 = 26-50% 4 = 510 Severity Key: 0 = \text{None} 1 = \text{Low} 2 = \text{Moderate} 3 = \text{High} PCI = 40
                                       3 = 26-50\% 4 = 51-100\%
Record the PCI value and press any key to continue...
09/21/92 14:19:28
                            Composite Pavement Condition Rating Form
TRoad section: 252.00
                                    PCI: 40
                                              RQI: 3
T Name: BALLANTRAE COURT
                         Jurisdiction: Township
                                                   900.0 ft ¤
                                            Length:
                     0.0
From: GLENOAKS DRIVE -
                         To: END -
                                        0.0
Direction:
                                        Survey Date: 06/15/92
PCI
                  Other Considerations
                                             Options
1
96-100
        No distress -----
                                                          Д
                                                A1
<sup>₹</sup> 76-95
        None -----
                                                          Ħ
                                                Α
<sup>₹</sup> 61-75
        Normal / Small amount of surface distress -----
                                                          Ħ
                                                Α
1
        Mostly surface distress -----
                                                          ¤
                                               В
<sup>4</sup> 51-60
        Mostly surface distress -----
                                                          Ħ
                                               В
        Distress evenly balanced -----
                                                          Ħ
                                                C
        Mostly structural distress / Very rough (RQI < 2)
                                                          ¤
                                               D
41-50
                                                          Д
        Relatively smooth (RQI >= 3) -----
                                               C
        Rough (RQI <= 2)-----
                                                          Д
                                               D
<sup>1</sup> 26-40
        Relatively smooth to rough (RQI >= 2) -----
                                                          \pi
                                               D
        Very rough (RQI < 2) -----
                                                          ¤
                                                      D
₹ 01-25
        None -----
                                                          ¤
                                               \mathbf{E}
A1 = No Maintenance A = Routine Maintenance B = Periodic Maintenance C = Deferred Action D = Rehabilition E = Reconstruction
                                                          Ħ
                                                          Ħ
Press <space bar> to change the strategy or leave blank to default.
```

		_		
SE	Road Section: 253.00		Inventory Da	te: 02/24/90
C	Name: CHANTILLY DRIVE		Completed By	: MEB
I	From: GLENOAKS DRIVE	0.0	Jurisdiction	: Township
N	To: HALIDONHILL DRIVE	0.0	Length (ft):	1805.5
G E N	Direction to: Subdivision:	CHANTILLY	Classificati	on: Collector
E	R.O.W Width: 50.0 ft		Travel Lanes	: 2
A L	Type Of Median:		Parking Lane	es: 1
P A	Pavement Type: Composite Width:	25.0 ft	Num. of Laye	rs: 0
V E	Pavement Layer Type	Thickness	Date C	constructed
м		0.0		/ /
E				
T	Area(yard ²): 5015.28 Features:			
S H	Type Width (in)		Type W	idth (in)
O U		c U		
L	Left Special 12.00	R Left		0.00
E R	Right Special 12.00	Right		0.00
s T	Num. of Culverts: 0	T Average Da	ile mestel a	
R U		R	ily Traffic (
С	Num. of Bridges: 0	A % Trucks:	1.0 Bus Ro	oute: N
T	Num. of Storm Sewer Inlets: 0	F Study: Est.	imate j	Year: 1990
R E	Num. of Railroad Crossings: 0	1	affic Signs:	0
ט	Num. of Manholes: Left: 9	Right:	0	Total: 9
T I	Buried Overhe	ad Distance centerlin		Left Right
	Electrical Cables: N N		\-~/·	0.00 0.00
	Telephone Cables: N N Water Lines:			0.00 0.00
	water Lines: Gas Lines:			0.00 0.00
	Sewer Lines:			0.00 0.00
	Fire Hydrants:			0.00 0.00
	Other:		,	0.00 0.00
•				0.00 0.00

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09/21/92 14:20:17
                            Composite Pavement Condition Rating Form
¤ Road section: 253.00
Mame: CHANTILLY DRIVE
                                                  1805.5 ft ¤
                         Jurisdiction: Township
                                           Length:
¤ From: GLENOAKS DRIVE -
                     0.0
                              To: HALIDONHILL DRIVE -
                                                  0.0
¤ Direction:
                                        Survey Date: 06/15/92
Maintenance Rating: 0 % Curb Deterioration: 0

Rated By: DAS Consult, Inc. - Kumar
Distress Type
                           Severity
                                           Extent/Deduct Value¤
¤
¤ Swell
                              0
                                              0
                                                       0
¤ Bond Loss
                                                          Д
                              0
                                              O
                                                      0
¤ Reflective Cracking
                                                          Д
                              1
                                              4
                                                      15
¤ Slippage Cracking
                              0
                                              0
                                                          Ц
                                                      0
Weathering & Ravelling
                                                          Ħ
                              2
                                                      15
                                                          Д
Д
                                                          Ħ
Ħ
                                                          Ħ
                                                          П
Extent Key: 0 = 0% 1 = 1-5% 2 = 6-25% 3 = 26-50% 4 = 51-100% x = 1 Severity Key: 0 = 1 None. 1 = 1 Low 2 = 1 Moderate 3 = 1 High PCI = 1 = 1
Record the PCI value and press any key to continue...
09/21/92 14:20:20
                            Composite Pavement Condition Rating Form
¤ Road section: 253.00
                                    PCI: 70
                                              ROI: 4
M Name: CHANTILLY DRIVE Jurisd

From: GLENOAKS DRIVE - 0.0
                         Jurisdiction: Township Length:
                                                  1805.5 ft ¤
                              To: HALIDONHILL DRIVE -
Direction:
                                        Survey Date: 06/15/92
^{	extsup}
                                            Options Strategy¤
 PCI
               Other Considerations
Ħ
                                                          Ħ
        No distress -----
¤ 96-100
                                                          ¤
                                               A1
¤ 76-95
        None -----
                                                          ¤
                                               Α
¤ 61-75
        Normal / Small amount of surface distress -----
                                                          Ħ
                                               Α
Д
                                                          ¤
        Mostly surface distress -----
                                               В
                                                      Α
¤ 51-60
        Mostly surface distress -----
                                                          ц
                                               В
Ħ
        Distress evenly balanced -----
                                                          Ħ
Д
                                                          Ħ
        Mostly structural distress / Very rough (RQI < 2)
                                               D
¤ 41-50
        Relatively smooth (RQI >= 3) -----
                                                          Ħ
                                               C
¤
        Rough (RQI <= 2)-----
                                                          Д
                                               D
¤ 26-40
                                                          Д
        Relatively smooth to rough (RQI >= 2) -----
                                               D
        Very rough (RQI < 2) ------
¤
                                                          ¤
                                               Е
¤ 01-25
                                                          Д
                                               E
^{\square} Al = No Maintenance A = Routine Maintenance B = Periodic Maintenance ^{\square} C = Deferred Action D = Rehabilition E = Reconstruction
                                                          Д
                                                          д
Press <space bar> to change the strategy or leave blank to default.
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SE	Road Section: 254.00		Inventory Dat	e: 02/24/90
	Name: CHANTILLY DRIVE		Completed By:	MEB
	From: HALIDONHILL DRIVE	0.0	Jurisdiction:	Township
	To: MT.ALVERNO ROAD	0.0	Length (ft):	1046.0
	Direction to: Subdivision:	CHANTILLY	Classificatio	n: Main
l	R.O.W Width: 50.0 ft		Travel Lanes:	2
	Type Of Median:		Parking Lanes	: 1
1	Pavement Type: Composite Width:	25.0 ft	Num. of Layer	в: О
1	Pavement Layer Type	Thickness	s Date Co	nstructed
		0.0	/	/
l				
l	Area(yard ²): 2905.56 Features:			
ł	nied/ydid-/. 2903.30 Pedidles:			
	***************************************		Type Wi	dth (in)
	Type Width (in)	c	Type Wi	dth (in)
	***************************************	U R Left	Type Wi	dth (in)
	Type Width (in)	ט	Type Wi	
	Type Width (in) Left Special 12.00	U R Left B Right	Type Wi	0.00
	Type Width (in) Left Special 12.00 Right Special 12.00 Num. of Culverts: 0	U R Left B Right T Average Da	aily Traffic (A	0.00 0.00 DT): 1922
, +	Type Width (in) Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0	U R Left B Right T Average Dan R A Trucks:	aily Traffic (A	0.00 0.00 DT): 1922 ute: N
	Type Width (in) Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0	U R Left B Right T Average Da R A Trucks: F Study: Est	aily Traffic (A 1.0 Bus Ro	0.00 0.00 DT): 1922 ute: N
	Type Width (in) Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0	U R Left B Right T Average Da R A Trucks: F Study: Est	aily Traffic (A	0.00 0.00 DT): 1922 ute: N
	Type Width (in) Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0	U R Left B Right T Average Da R A Trucks: F Study: Est	aily Traffic (A 1.0 Bus Ro timate Y raffic Signs:	0.00 0.00 DT): 1922 ute: N ear: 1990
	Type Width (in) Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0 Num. of Railroad Crossings: 0	T Average Dan R Trucks: F Study: Est I C Num. of Trucks: Right:	aily Traffic (A 1.0 Bus Ro timate Y raffic Signs:	0.00 0.00 DT): 1922 ute: N ear: 1990
	Type Width (in) Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0 Num. of Railroad Crossings: 0 Num. of Manholes: Left: 8 Buried Overholes: N	T Average Dan R Trucks: F Study: Est I C Num. of Trucks: Right:	aily Traffic (A 1.0 Bus Ro timate Y raffic Signs: 0 e from ine (ft):	0.00 0.00 DT): 1922 ute: N ear: 1990 0 Total: 8 Left Right
and the second of the second o	Type Width (in) Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0 Num. of Railroad Crossings: 0 Num. of Manholes: Left: 8 Buried Overholes: N Telephone Cables: N	T Average Dan R Trucks: F Study: Est I C Num. of Trucks: Right:	aily Traffic (A 1.0 Bus Ro timate Y raffic Signs: 0 e from ine (ft):	0.00 0.00 0.00 DT): 1922 ute: N ear: 1990 0 Total: Left Righ 0.00 0.0
	Type Width (in) Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0 Num. of Railroad Crossings: 0 Num. of Manholes: Left: 8 Buried Overholes: N Telephone Cables: N Water Lines:	T Average Dan R Trucks: F Study: Est I C Num. of Trucks: Right:	aily Traffic (A 1.0 Bus Ro timate Y raffic Signs: 0 e from ine (ft):	0.00 0.00 0.00 DT): 1922 ute: N ear: 1990 0 Total: Left Right 0.00 0.00 0.00 0.00
The second secon	Type Width (in) Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0 Num. of Railroad Crossings: 0 Num. of Manholes: Left: 8 Buried Overholes: N Telephone Cables: N Water Lines: Gas Lines:	T Average Dan R Trucks: F Study: Est I C Num. of Trucks: Right:	aily Traffic (A 1.0 Bus Ro timate Y raffic Signs: 0 e from ine (ft):	0.00 0.00 0.00 DT): 1922 ute: N ear: 1990 0 Total: 1990 0 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
	Type Width (in) Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0 Num. of Railroad Crossings: 0 Num. of Manholes: Left: 8 Buried Overholes: N Telephone Cables: N Water Lines: Gas Lines: Sewer Lines:	T Average Dan R Trucks: F Study: Est I C Num. of Trucks: Right:	aily Traffic (A 1.0 Bus Ro timate Y raffic Signs: 1 0 e from ine (ft):	0.00 0.00 0.00 DT): 1922 ute: N ear: 1990 0 Total: 8 Left Right 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
	Type Width (in) Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0 Num. of Railroad Crossings: 0 Num. of Manholes: Left: 8 Buried Overholes: N Telephone Cables: N Water Lines: Gas Lines:	T Average Dan R Trucks: F Study: Est I C Num. of Trucks: Right:	aily Traffic (A 1.0 Bus Ro timate Y raffic Signs: 0 s from ine (ft):	0.00 0.00 0.00 DT): 1922 ute: N ear: 1990 0 Total: 8 Left Right 0.00 0.00 0.00 0.00 0.00 0.00

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09/21/92 14:20:38
                                                      Composite Pavement Condition Rating Form
m Road section: 254.00
Mame: CHANTILLY DRIVE
                                                Jurisdiction: Township
                                                                                   Length: 1046.0 ft ¤
¤ From: HALIDONHILL DRIVE -
                                            0.0
                                                         To: MT.ALVERNO ROAD - 0.0
                                                                                                              п
¤ Direction:
                                                                                                             ¤
                                                                            Survey Date: 06/15/92
Ħ
Distress Type
                                                   Severity
                                                                                  Extent/Deduct Value¤
Д
¤ Swell
                                                         2
                                                                                       2
                                                                                                              Ħ
                                                                                                       15
¤ Bond Loss
                                                         0
                                                                                                              Ħ
                                                                                       0
                                                                                                        0
¤ Reflective Cracking
                                                         1
                                                                                                              Ħ
                                                                                       4
                                                                                                       15
¤ Slippage Cracking
                                                         0
                                                                                                              Д
                                                                                       0
                                                                                                       0
¤ Weathering & Ravelling
                                                         1
                                                                                       3
                                                                                                       10
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Extent Key: 0 = 0% 1 = 1-5% 2 = 6-25% 3 = 26-50% 4 = 51-100% x = 1 Severity Key: 0 = 1 None x = 1 Severity Key: x = 10 None x = 11 Severity Key: x = 12 None x = 13 Severity Key: x = 14 Severity Key: x = 15 None 
Record the PCI value and press any key to continue...
09/21/92 14:20:40
                                                      Composite Pavement Condition Rating Form
Road section: 254.00
                                                                    PCI: 60
                                                                                       ROI: 4
Mame: CHANTILLY DRIVE
Mame: CHANTILLY DRIVE Jurisdiction: Township Lenger
From: HALIDONHILL DRIVE - 0.0 To: MT.ALVERNO ROAD -
                                                                                   Length: 1046.0 ft ¤
                                                                                             0.0
p Direction:
                                                                            Survey Date: 06/15/92
PCI
                                  Other Considerations
                                                                                      Options Strategy¤
                                                                                                              д
¤ 96-100
                No distress -----
                                                                                                              Д
                                                                                          Α1
¤ 76-95
                None -----
                                                                                                              Д
                                                                                          Α
¤ 61-75
                Normal / Small amount of surface distress -----
                                                                                                              Ц
                Mostly surface distress -----
                                                                                                              Д
¤ 51-60
                Mostly surface distress -----
                                                                                          В
                                                                                                              Ħ
                Distress evenly balanced -----
                                                                                                              Ħ
                                                                                          C
Ц
                                                                                                              Д
                Mostly structural distress / Very rough (ROI < 2)
                                                                                                       C
¤ 41-50
                Relatively smooth (RQI >= 3) -----
                                                                                          C
                                                                                                              Д
                Rough (RQI <= 2)-----
                                                                                                              Д
                                                                                          D
¤ 26-40
                Relatively smooth to rough (RQI >= 2) -----
                                                                                                              ¤
                                                                                          D
                Very rough (RQI < 2) -----
                                                                                                              Д
                                                                                          Е
¤ 01-25
                None -----
                                                                                                              Ħ
                                                                                          E
^{\alpha} Al = No Maintenance A = Routine Maintenance B = Periodic Maintenance C = Deferred Action D = Rehabilition E = Reconstruction
                                                                                                             Д
                                                                                                              ¤
Press <space bar> to change the strategy or leave blank to default.
```

s	Road Section: 256.00			<u>-</u>		
E				Inventory	Date: (2/26/90
C	Name: GROSSEPOINTE LANE			Completed	ву: Ъ	(EB
I	From: HALIDONHILL DRIVE		0.0	Jurisdicti	on:]	ownship.
N	To: END (WEST)		0.0	Length (ft):	924.0
G E	Direction to: Subdivision:	C	HANTILLY	Classifica	tion: I	ocal
N E R	R.O.W Width: 50.0 ft			Travel Lan	es: 2	!
A	Type Of Median:			Parking La	nest	1
P A	Pavement Type: Composite Width:	:	25.0 ft	Num. of La	yers:	0
VE	Pavement Layer Type		Thickness	Date	Constr	ructed
м			0.0.	= =	/ /	
E						
T T	Area(yard ²): 2566.67 Features:					
S H	Type Width (in)	 		уре	Width	(dn)
O U		C				
L D	Left Special 12.00	U R B	Left		0.0	0
E R	Right Special 12.00		Right		0.0	0
S T	Num. of Culverts: 0	T	Average Dai	1. m	(ADM) .	
R U	Num of Pull-	R			•	
c	Num. of Bridges: 0	A F	% Trucks: 1	.0 Bus	Route:	N
U	Num. of Storm Sewer Inlets: 0	F	Study: Esti	mate	Year:	1990
R E	Num. of Railroad Crossings: 0	c	Num. of Tra	ffic Signs:	. 0	
U	Num. of Manholes: Left: 6		Right:	O	To	tal: 6
T I	Buried Overhe	ad	Distance :		Left	Right
L	Electrical Cables: N N			- (10).	0.00	0.00
I	Telephone Cables: N N				0.00	0.00
T	Water Lines:				0.00	0.00
I	Gas Lines:				0.00	0.00
E	Sewer Lines:				0.00	0.00
S	Fire Hydrants:				0.00	0.00
	Other:					
I	ochet:				0.00	0.00

```
09/21/92 14:21:06
                              Composite Pavement Condition Rating Form
m Road section: 256.00
Mame: GROSSEPOINTE LANE
                           Jurisdiction: Township
                                                      924.0 ft ¤
" Name: GROSSEPOINTE LANE

" From: HALIDONHILL DRIVE -
                                              Length:
                        0.0
                               To: END (WEST) -
                                                            ¤
                                               0.0
p Direction:
                                          Survey Date: 06/15/92
Maintenance Rating: 0 % Curb Deterioration: 0
Rated By: DAS Consult, Inc. - Kumar
                                                            Ħ
                                                            Ħ
Distress Type
                            Severity
                                             Extent/Deduct Value¤
¤ Swell
                                                            Ħ
                               3
                                                         20
¤ Bond Loss
                               0
                                                0
                                                         0
                                                            Д
m Reflective Cracking
                               3
                                                2
                                                            Д
                                                         30
¤ Slippage Cracking
                               0
                                                            Д
                                                0
                                                         0
Weathering & Ravelling
                               2
                                                3
                                                         1.5
                                                            ¤
Ħ
                                                            ¤
Д
                                                            Д
Д
                                                            Д
Ħ
                                                            Д
¤ Extent Key:
^{\sharp} Extent Key: 0 = 0% 1 = 1-5% 2 = 6-25% 3 = 26-50% 4 = 51-100% ^{\sharp} Severity Key: 0 = None 1 = Low 2 = Moderate 3 = High PCI = 35 ^{\sharp}
Record the PCI value and press any key to continue...
09/21/92 14:21:09
                              Composite Pavement Condition Rating Form
¤ Road section: 256.00
                                     PCI: 35
                                                ROI: 3
Mame: GROSSEPOINTE LANE
                           Jurisdiction: Township
                                              Length:
# From: HALIDONHILL DRIVE - 0.0 To: END (WEST) -
                                                            Д
                                             0.0
p Direction:
                                          Survey Date: 06/15/92
                                                            Д
PCI
                   Other Considerations
                                               Options
                                                      Strategy¤
¤ 96-100
         No distress -----
                                                            ¤
                                                 A1
¤ 76-95
         None -----
                                                            Д
                                                 Α
¤ 61-75
         Normal / Small amount of surface distress -----
                                                            Ħ
         Mostly surface distress -----
                                                            Ħ
                                                 В
¤ 51-60
         Mostly surface distress -----
                                                            Ħ
                                                 В
Ħ
         Distress evenly balanced -----
                                                            Д
                                                 C
Д
         Mostly structural distress / Very rough (RQI < 2) Relatively smooth (RQI >= 3) -----
                                                            Д
                                                 D
¤ 41-50
                                                            Д
                                                 C
         Rough (RQI <= 2)-----
                                                            ¤
                                                 D
         Relatively smooth to rough (RQI >= 2) ------
Very rough (RQI < 2) ------
None -----
¤ 26-40
                                                 D
                                                            П
                                                            Ħ
¤ 01-25
                                                            Д
Al = No Maintenance
                   A = Routine Maintenance B = Periodic Maintenance
D = Rehabilition E = Reconstruction
                                                            Д
C = Deferred Action D = Rehabilition
                                        E = Reconstruction
Press <space bar> to change the strategy or leave blank to default.
```

s	Road Section: 257.00			Inventory I	Date: 0	2/26/90
ECT	Name: GROSSEPOINT LANE			Completed F	зу: м	EB
I	From: HALIDONHILL DRIVE		0.0	Jurisdictio	n: T	ownship
N	To: END (EAST)		0.0	Length (ft)) :	503.0
G E	Direction to: Subdivision:	CI	HANTILLY	Classificat	ion: L	ocal
N E R	R.O.W Width: 50.0 ft			Travel Lane	s: 2	
A	Type Of Median:			Parking Lar	les;	1
P A	Pavement Type: Composite Width:	2	25.0 ft	Num. of Lay	ers:	0
v E	Pavement Layer Type		Thickness	Date	Constr	ucted
M E			0.0		/ /	
T	Area(yard ²): 1397.22 Features:					
S H O	Type Width (in)	c	3	Type	Width	(in)
T D	Left Special 12.00	U R	Left		0.0	0
E R	Right Special 12.00	B	Right		0.0	o
S	Num. of Culverts: 0	T	Average Dai	lly Traffic	(ADT):	32
R U	Num. of Bridges: 0	R A	% Trucks:]	.0 Bus	Router	N
C T	Num. of Storm Sewer Inlets: 0	F F	Study: Esti	.mate	Year:	1990
U R E	Num. of Railroad Crossings: 0	C	Num. of Tra	ffic Signs:	0	
ט	Num. of Manholes: Left: 6		Right:	0	То	tal: 6
T	Buried Overhe	ad	Distance centerlin		Left	Right
L	Electrical Cables: N N			` '	0.00	0.00
I	Telephone Cables: N N				0.00	0.00
T	Water Lines:				0.00	0.00
I	Gas Lines:				0.00	0.00
E	Sewer Lines:				0.00	0.00
S	Fire Hydrants:				0.00	0.00
	Other:				0.00	0.00
•					3.00	

```
09/21/92 14:21:37
                         Composite Pavement Condition Rating Form
m Road section: 257.00
Mame: GROSSEPOINT LANE
                       Jurisdiction: Township
                                              503.0 ft ¤
                                       Length:
# Name: GROSSEPOINT LANE
# From: HALIDONHILL DRIVE -
                     0.0
                           To: END (EAST) -
                                        0.0
¤ Direction:
                                    Survey Date: 06/15/92
Maintenance Rating: 0 % Curb Deterioration: 0

Rated By: DAS Consult, Inc. - Kumar
                                                    Ħ
Distress Type
                        Severity
                                       Extent/Deduct Value¤
¤
¤ Swell
                                                    п
                                                 5
                           1
¤ Bond Loss
                           0
                                                   ¤
                                         0
                                                 Ω
¤ Reflective Cracking
                           2
                                         4
                                                25
                                                    Д
¤ Slippage Cracking
                           0
                                                    ¤
                                         0
                                                0
Weathering & Ravelling
                           1
                                                   Д
                                                15
                                                    ¤
¤
                                                    Ħ
ц
                                                    Ħ
¤
                                                    Ħ
^{\sharp} Extent Key: 0 = 0% 1 = 1-5% 2 = 6-25% 3 = 26-50% 4 = 51-100% ^{\sharp} Severity Key: 0 = None 1 = Low 2 = Moderate 3 = High PCI = 55 ^{\sharp}
Record the PCI value and press any key to continue...
09/21/92 14:21:39
                         Composite Pavement Condition Rating Form
¤ Road section: 257.00
                                PCI: 55
                                         ROI: 3
Mame: GROSSEPOINT LANE
                      Jurisdiction: Township
                                              503.0 ft ¤
                                       Length:
From: HALIDONHILL DRIVE - 0.0 To: END (EAST) -
                                      0.0
Direction:
                                                   Ħ
                                    Survey Date: 06/15/92
¤
                Other Considerations
                                        Options Strategy¤
                                                    Ħ
¤ 96-100
       No distress -----
                                                    Ħ
                                          A1
¤ 76-95
       None -----
                                                   Ħ
                                          Α
¤ 61-75
       Normal / Small amount of surface distress -----
                                                   Ħ
       Mostly surface distress -----
                                                   Ц
                                          В
¤ 51-60
       Mostly surface distress -----
                                                   Д
                                          В
¤
       Mostly structural distress / Very rough (RQI < 2)
       Distress evenly balanced -----
                                          C
                                                   Д
                                                   Д
                                          D
                                               C
¤ 41-50
       Relatively smooth (RQI >= 3) -----
                                                   Ħ
                                          C
       Rough (RQI <= 2)-----
                                                   Д
                                          D
¤ 26-40
       Relatively smooth to rough (RQI >= 2) -----
                                                   Д
                                          D
       Very rough (RQI < 2) -----
                                                   Д
¤ 01-25
       None
                                                   Ħ
Д
                                                   Д
Press <space bar> to change the strategy or leave blank to default.
```

	noud 1:					
SE	Road Section: 258.00			Invento	ry Date:	02/26/90
C	Name: HALIDONHILL DRIVE			Complet	ed By:	MEB
ī	From: MT.ALVERNO ROAD		0.0	Jurisdi	ction:	Township
N	To: CHANTILLY DRIVE		0.0	Length	(ft):	921.0
G	Pinnella			<u></u>		
E N	Direction to: Subdivision:	: Ci	IANTILLY	Classif	ication:	Main
E R	R.O.W Width: 50.0 ft			Travel :	Lanes:	2
A L	Type Of Median:			Parking	Lanes:	1
P	Pavement Type: Composite Width:	. 2	5.0 ft	Num. of	Layers:	0
A V	Dayonant Tanan		Thickness		ate Const	
E						
M E			0.0,		/ /	•
v						
r	Area(yard ²): 2558.33 Features:					
	Type Width (in)	1 1			<u> </u>	
	Type Width (in)	c		Туре	Width	(in)
J		U	•	Type		
S H O U	Left Special 12.00		Left	Type	Width	
H D J D S		U R	•	Type		00
H U U	Left Special 12.00	U R B	Left Right		0.	00
H D J D S R	Left Special 12.00 Right Special 12.00 Num. of Culverts: 0	U R B	Left Right Average Dai	Lly Trafi	0. 0. Fic (ADT)	00 00 : 1936
	Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0	T R A	Left Right	Lly Trafi	0. 0. Fic (ADT)	00 00 : 1936
	Left Special 12.00 Right Special 12.00 Num. of Culverts: 0	U R B	Left Right Average Dai	ily Traff	0. 0. Fic (ADT)	00 00 : 1936
	Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0	T R A F	Left Right Average Dai	ily Traff	0. 0. Eic (ADT) Sus Route Year	00 00 : 1936 : N
H OJ LOSE SERVICE	Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0	T R A F F	Left Right Average Dai % Trucks: 1 Study: Esti Num. of Tra	ily Traff	0. 0. Fic (ADT) Sus Route Year	00 00 : 1936 : N : 1990
	Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0 Num. of Railroad Crossings: 0 Num. of Manholes: Left: 3	T R A F F	Left Right Average Dai % Trucks: 1 Study: Esti Num. of Tra	ily Traff	0. 0. fic (ADT) Sus Route Year (ns: 0	00 00 : 1936 : N : 1990
A DO TO SEL	Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0 Num. of Railroad Crossings: 0 Num. of Manholes: Left: 3 Buried Overhe	T R A F F	Left Right Average Dai % Trucks: 1 Study: Esti Num. of Tra Right: Distance	ily Trafi	0. 0. Fic (ADT) Sus Route Year	00 00 : 1936 : N : 1990
	Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0 Num. of Railroad Crossings: 0 Num. of Manholes: Left: 3 Buried Overhee Electrical Cables: N	T R A F F	Left Right Average Dai % Trucks: 1 Study: Esti Num. of Tra	ily Trafi	0. 0. fic (ADT) Sus Route Year (ns: 0	00 00 : 1936 : N : 1990
	Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0 Num. of Railroad Crossings: 0 Num. of Manholes: Left: 3 Buried Overher Electrical Cables: N N Telephone Cables: N	T R A F F	Left Right Average Dai % Trucks: 1 Study: Esti Num. of Tra Right: Distance	ily Trafi	O. O. Sic (ADT) Sus Route Year Deff	00 00 : 1936 : N : 1990 otal: t Righ
	Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0 Num. of Railroad Crossings: 0 Num. of Manholes: Left: 3 Buried Overhee Electrical Cables: N N Water Lines:	T R A F F	Left Right Average Dai % Trucks: 1 Study: Esti Num. of Tra Right: Distance	ily Trafi	O. O. Sic (ADT) Sus Route Year Def: O.O. O.O. O.O.	00 00 : 1936 : N : 1990 otal: t Righ
	Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0 Num. of Railroad Crossings: 0 Num. of Manholes: Left: 3 Buried Overhee Electrical Cables: N N Telephone Cables: N N Water Lines: Gas Lines:	T R A F F	Left Right Average Dai % Trucks: 1 Study: Esti Num. of Tra Right: Distance	ily Trafi	O. O. O. Sic (ADT) Sus Route Year O.	00 00 : 1936 : N : 1990 otal: t Right 0 0.00
HOUSE SERVICE	Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0 Num. of Railroad Crossings: 0 Num. of Manholes: Left: 3 Buried Overhe Electrical Cables: N Telephone Cables: N Water Lines: Gas Lines: Sewer Lines:	T R A F F	Left Right Average Dai % Trucks: 1 Study: Esti Num. of Tra Right: Distance	ily Trafi	O. O. O. Sic (ADT) Sus Route Year O. O. O. O. O. O. O. O. O. O	00 00 : 1936 : N : 1990 otal: t Right
	Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0 Num. of Railroad Crossings: 0 Num. of Manholes: Left: 3 Buried Overhee Electrical Cables: N N Telephone Cables: N N Water Lines: Gas Lines:	T R A F F	Left Right Average Dai % Trucks: 1 Study: Esti Num. of Tra Right: Distance	ily Trafi	O. O. O. Sic (ADT) Sus Route Year O.	00 00 : 1936 : N : 1990 otal: t Right 0 0.00 0 0.00 0 0.00

```
09/21/92 14:22:06
                            Composite Pavement Condition Rating Form
m Road section: 258.00
                                                         Ħ
M Name: HALIDONHILL DRIVE
                         Jurisdiction: Township Length: 921.0 ft ¤
T From: MT.ALVERNO ROAD -
                     0.0
                                                         Д
                             To: CHANTILLY DRIVE - 0.0
Direction:
                                       Survey Date: 06/15/92
                                                         Д
Maintenance Rating: 0 % Curb Deterioration: 0

Rated By: DAS Consult, Inc. - Kumar
                                                         Ħ
                                                         Д
Distress Type
                          Severity
                                           Extent/Deduct Value T
Д
¤ Swell
                             0
                                                         Ħ
                                             0
                                                      0
H Bond Loss
                             2
                                                         Д
                                                     20
¤ Reflective Cracking
                             2
                                                     25
                                                         Д
m Slippage Cracking
                             0
                                                         Ħ
                                             0
                                                     0
Weathering & Ravelling
                             3
                                                         ¤
                                                     20
                                                         Д
                                                         Ħ
Ħ
                                                         ¤
Д
^{\mu} Extent Key: 0 = 0% 1 = 1-5% 2 = 6-25% 3 = 26-50% 4 = 51-100% ^{\mu} Severity Key: 0 = None 1 = Low 2 = Moderate 3 = High PCI = 35 ^{\mu}
Record the PCI value and press any key to continue...
09/21/92 14:22:08
                           Composite Pavement Condition Rating Form
m Road section: 258.00
                                   PCI: 35
                                             RQI: 3
M Name: HALIDONHILL DRIVE Jurisdiction: Township Length:

M From: MT.ALVERNO ROAD - 0.0 To: CHANTILLY DRIVE -
                                           Length: 921.0 ft m
                                                         Ħ
                                                0.0
¤ Direction:
                                       Survey Date: 06/15/92
Other Considerations
                                            Options
                                                         ¤
¤ 96-100
        No distress -----
                                                         Д
                                               A1
¤ 76-95
        None -----
                                                         Ħ
¤ 61-75
        Normal / Small amount of surface distress -----
                                                         Ħ
                                               Α
        Mostly surface distress -----
                                                         ¤
                                               В
¤ 51-60
        Mostly surface distress -----
                                                         Ħ
                                               В
Д
        Distress evenly balanced -----
                                                         \mathbf{p}
                                               C
Д
        Mostly structural distress / Very rough (RQI < 2)
                                               D
                                                         Д
¤ 41-50
        Relatively smooth (RQI >= 3) -----
                                                         Ħ
                                               C
        Rough (RQI <= 2)-----
                                                         Ц
                                               D
        Relatively smooth to rough (RQI >= 2) -----
¤ 26-40
                                                         \pi
                                               D
        ¤
                                                         п
¤ 01-25
                                                         Д
¤ A1 = No Maintenance
                  A = Routine Maintenance B = Periodic Maintenance
                                                         Ħ
A Al = No MaintenanceA = Routine MaintenanceB C = Deferred ActionD = Rehabilition
                                                         ¤
                                     E = Reconstruction
Press <space bar> to change the strategy or leave blank to default.
```

•	- · · (
Road Section: 259.00		Inventory Date:	02/24/90
Name: CHARINGCROSS COURT		Completed By:	MEB
From: CHANTILLY DRIVE	0.0	Jurisdiction:	Township
To: END	0.0	Length (ft):	254.0
Direction to: Subdivision	: CHANTILLY	Classification:	Local
R.O.W Width: 50.0 ft		Travel Lanes:	2
Type Of Median:		Parking Lanes:	1
Pavement Type: Composite Width	: 25.0 ft	Num. of Layers:	0
Pavement Layer Type	Thicknes	s Date Cons	tructed
	0.0,	/	/
Area(yard ²): 705.56 Features:			
	•		
Type Width (in)	1 1	Type Widt	h (in)
Type Width (in)	c	Type Widt	h (in)
Type Width (in) Left Special 12.00	U R Left		h (in)
	ט	0	
Left Special 12.00	U R Left B Right	0	.00
Left Special 12.00 Right Special 12.00 Num. of Culverts: 0	U R Left B Right T Average D	0 0 aily Traffic (ADT	.00
Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0	U R Left B Right T Average D R A % Trucks:	0 0 aily Traffic (ADT	.00 .00): 20
Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0	U R Left B Right T Average D R A % Trucks: F Study: Es	aily Traffic (ADT 1.0 Bus Rout timate Yea	.00
Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0	U R Left B Right T Average D R A % Trucks: F Study: Es	0 0 aily Traffic (ADT	.00 .00): 20 e: N r: 1990
Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0	U R Left B Right T Average D R A % Trucks: F Study: Es	0 aily Traffic (ADT 1.0 Bus Rout timate Yea raffic Signs: 0	.00 .00): 20 e: N r: 1990
Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0 Num. of Railroad Crossings: 0	T Average D R & Trucks: F Study: Es I Num. of T Right	aily Traffic (ADT 1.0 Bus Rout timate Yea raffic Signs: 0 1.0 Control of the co	.00 .00): 20 e: N r: 1990
Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0 Num. of Railroad Crossings: 0 Num. of Manholes: Left: 1 Buried Over	T Average D R & Trucks: F Study: Es I Num. of T Right	aily Traffic (ADT 1.0 Bus Rout timate Yea raffic Signs: 0 : 0 e from Le ine (ft):	.00 .00): 20 e: N r: 1990 Total: ft Righ
Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0 Num. of Railroad Crossings: 0 Num. of Manholes: Left: 1 Buried Over: Electrical Cables: N	T Average D R & Trucks: F Study: Es I Num. of T Right head Distanc	aily Traffic (ADT 1.0 Bus Rout timate Yea raffic Signs: 0 1.0 Control of the co	.00 .00): 20 e: N r: 1990 Total: ft Righ
Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0 Num. of Railroad Crossings: 0 Num. of Manholes: Left: 1 Buried Over Electrical Cables: N Telephone Cables: N Water Lines:	T Average D R & Trucks: F Study: Es I Num. of T Right head Distanc	aily Traffic (ADT 1.0 Bus Rout timate Yea raffic Signs: 0 : 0 e from Le ine (ft):	.00 .00): 20 e: N x: 1990 Total: ft Righ
Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0 Num. of Railroad Crossings: 0 Num. of Manholes: Left: 1 Buried Overl Electrical Cables: N Telephone Cables: N Water Lines: Gas Lines:	T Average D R & Trucks: F Study: Es I Num. of T Right head Distanc	aily Traffic (ADT 1.0 Bus Rout timate Yea raffic Signs: 0 : 0 e from Le ine (ft): 0.	.00 .00): 20 e: N x: 1990 Total: ft Righ
Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0 Num. of Railroad Crossings: 0 Num. of Manholes: Left: 1 Buried Overl Electrical Cables: N Telephone Cables: N Water Lines: Gas Lines: Sewer Lines:	T Average D R & Trucks: F Study: Es I Num. of T Right head Distanc	aily Traffic (ADT 1.0 Bus Rout timate Yea raffic Signs: 0 c from Le ine (ft): 0.	.00 .00): 20 e: N x: 1990 Total: ft Righ
Left Special 12.00 Right Special 12.00 Num. of Culverts: 0 Num. of Bridges: 0 Num. of Storm Sewer Inlets: 0 Num. of Railroad Crossings: 0 Num. of Manholes: Left: 1 Buried Overl Electrical Cables: N Telephone Cables: N Water Lines: Gas Lines:	T Average D R & Trucks: F Study: Es I Num. of T Right head Distanc	aily Traffic (ADT 1.0 Bus Rout timate Yea raffic Signs: 0 c from Le ine (ft): 0. 0. 0.	.00 .00 .00): 20 e: N x: 1990 Total: ft Righ 00 0.0 00 0.0 00 0.0 00 0.0

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09/21/92 14:22:36
                           Composite Pavement Condition Rating Form
m Road section: 259.00
Mame: CHARINGCROSS COURT
                                                 254.0 ft ¤
                        Jurisdiction: Township
                                          Length:
¤ From: CHANTILLY DRIVE -
                     0.0
                                                       п
                            To: END -
p Direction:
                                      Survey Date: 06/15/92
Maintenance Rating: 0 % Curb Deterioration: 0

Rated By: DAS Consult, Inc. - Kumar
                                                       Ħ
Distress Type
                          Severity
                                         Extent/Deduct Value¤
Ħ
¤ Swell
                                                    5
                                                       Д
                                            1
¤ Bond Loss
                            0
                                                       ¤
                                                    0
¤ Reflective Cracking
                            1
                                                       Ħ
                                           4
                                                    15
¤ Slippage Cracking
                            0
                                                       д
                                           0
                                                    0
¤ Weathering & Ravelling
                            1
                                            3
                                                    10
                                                       Д
¤
                                                       п
                                                       Д
Ħ
                                                       Ħ
                                                       Д
Extent Key: 0 = 0% 1 = 1-5% 2 = 6-25% 3 = 26-50% 4 = 51-100%
Example 2 Severity \tilde{K}ey: 0 = None 1 = Low 2 = Moderate 3 = High PCI = 70
Record the PCI value and press any key to continue...
09/21/92 14:22:40
                           Composite Pavement Condition Rating Form
¤ Road section: 259.00
                                  PCI: 70
                                            ROI: 4
Mame: CHARINGCROSS COURT
                        Jurisdiction: Township
                                         Length:
                                                 254.0 ft ¤
r From: CHANTILLY DRIVE -
                     0.0 To: END -
                                      0.0
<sup>¤</sup> Direction:
                                      Survey Date: 06/15/92
PCI
                 Other Considerations
                                           Options
                                                 Strategy¤
Ħ
¤ 96-100
        No distress -----
                                                       ¤
                                             A1
¤ 76-95
        None -----
                                                       Ħ
                                             Α
¤ 61-75
        Normal / Small amount of surface distress -----
                                                       Ħ
                                             Α
        Mostly surface distress -----
                                                       Д
                                             В
                                                    Α
¤ 51-60
        Mostly surface distress -----
                                             \cdot \mathbf{B}
                                                       ¤
Ц
        Distress evenly balanced -----
                                                       Д
                                             C
        Mostly structural distress / Very rough (RQI < 2)
                                                       Д
                                             D
¤ 41-50
        Relatively smooth (RQI >= 3) -----
                                                       ¤
                                             C
        Rough (RQI <= 2)-----
                                                       Ħ
                                             D
¤ 26-40
        Relatively smooth to rough (RQI >= 2) -----
                                                       ¤
                                             D
        Very rough (RQI < 2) -----
                                                       Ħ
¤ 01-25
        None -----
                                                       п
                                             \mathbf{E}
^{c} Al = No Maintenance A = Routine Maintenance B = Periodic Maintenance ^{c} C = Deferred Action D = Rehabilition E = Reconstruction
                                                       Ħ
                                                       Д
Press <space bar> to change the strategy or leave blank to default.
```

GROSSEPOINTE

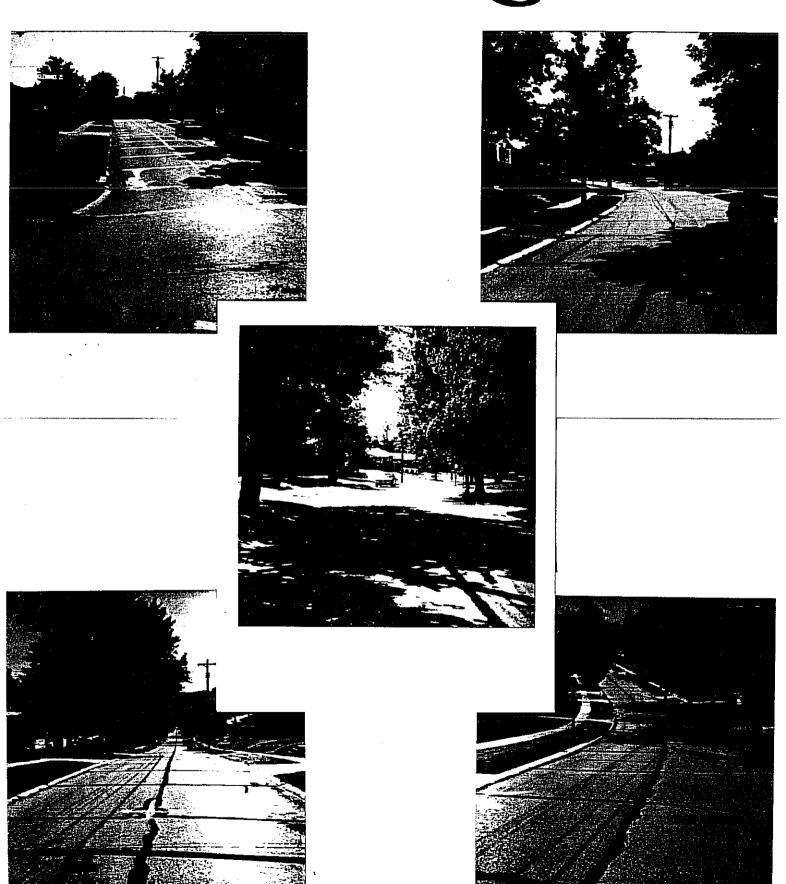








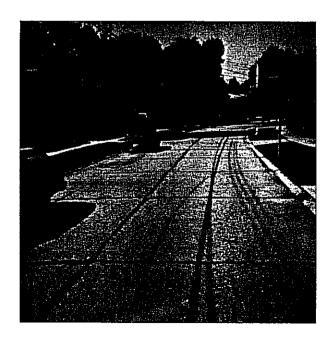
CHANTILLY



BALLANTRAE







CHARING Cross



ADDITIONAL SUPPORT INFORMATION

For Fiscal Year 1994 (July 1, 1993 through June 30, 1994), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

		accurace.	
1)	What is the condition of the replaced, repaired, or expand of the current State form BR-	led? For bridges,	ructure to be submit a copy
С	losed	Poor X	
F	air	Good	
pres surf subs sigh capa	a brief statement of the natent facility such as: inade ace type and width; number of tandard design elements such to distances, drainage structive. If known, give astructure to be replaced, rep	equate load capact f lanes; structure as berm width, gr stures, or inadeq the approximate	ity (bridge); al condition; ades, curves, wate service age of the
<u>Road</u>	surfaces are in poor condition	n with localized f	looding and
stan	ding water. Subgrade is faile	d. 30% to 40% of s	idewalks are
fail	ed and unsafe. Health problem	found on Halidonhi	ll (see #3).
2)	If State Issue 2 funds are amonths) after receiving the (tentatively set for July 1, 2 contract? The Support Staff wof previous projects to be particular jurisdiction's ant	e Project Agreemen 1993) would the pro will be reviewing s elp judge the ac	nt from OPWC pject be under status reports ccuracy of a
	FOUR we	eks (months) (Circle	one)
	Are preliminary plans or engi	neering completed?	Yes No
	Are detailed construction pla	ns completed?	Yes No
	Are all right-of-way and easer	ments acquired?	Yes No N/A
	Are all utility coordinations	completed?	Yes No N/A
	Give an estimate of time, in with above not yet completed.	weeks or months, to	complete any eks months

3)	How will the proposed project impact the general health safety and welfare of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, and commerce.) Please be specific and provide documentation if necessary to substantiate the data.
	Upgrading road surface will help to remove a blighting in-
	fluence on the area while sidewalk replacement will help ped-
	estrian safety. Health problem solved with removal of sani-
	tary affluents on Halidonhill (see Thelen report).
4)	What type of funds are to be utilized for the local share for this project?
	Federal ODOT Local
	MRF ODNR CD
	Other <u>Township Road & Bridge Funds</u>
	Note: If MRF funds are being used for the local share, the MRF application must have been filed by August 1, 1992 for this project with the Hamilton County Engineer's Office.
	The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds are being committed to this project?
	10 %
5)	Has any formal action by a federal, state, or local government agency resulted in a complete or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.
	Complete Ban Partial Ban No Ban X
	Will the ban be removed after the project is completed?
	Yes No

6)	What is the total number of existing users that will benefit as a result of the proposed project?
	$5918 \times 1.2 = 7102$
	For roads and bridges, multiply current <u>documented</u> Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.
7)	Has the jurisdiction developed a Five Year Capital Improvement Plan as required in O.R.C., chapter 164? (This must be included with the application to be considered for funding.)
	Yes X No
8)	Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.
	The Chantilly Woods Subdivision is approximately 1/3 of the
	largest subdivision in Delhi Township. This subdivision
	serves over 250 homes and connects three major county roads
	(Mt. Alverno, Greenwell and Anderson Ferry Roads).

STATE ISSUE 2 PROGRAM - ROUND 6

LTIP PROGRAM - ROUND 5

FISCAL YEAR 1994 PROJECT SELECTION CRITERIA - JULY 1, 1993 TO JUNE 30, 1994

ADOPTED BY THE DISTRICT 2 INTEGRATING COMMITTEE JULY 17, 1992

AMENDED BY THE DISTRICT 2 INTEGRATING COMMITTEE SEPTEMBER 18, 1992

JURISDICTION/AGENCY: Delhi Taucaship
NAME OF PROJECT: Chantilly Subdivision Reconstruction
TOTAL POINTS FOR THIS PROJECT: 39
NO. POINTS
1) If Issue 2/LTIP Funds are granted, when would the construction contract be awarded? (The Support Staff will assign points based on engineering experience.)
10 Points - Will be under contract by end of 1993
5 Points - Will be under contract by March 30, 1994
0 Points - Will not be under contract by March 30, 1994

- 2) What is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.
 - 20 Points Poor Condition
 - 16 Points -
 - 12 Points Fair to Poor Condition
 - 8 Points -
 - 4 Points Fair Condition

NOTE: If the infrastructure is in "good" or better condition it will NOT be considered for Issue 2/LTIP funding, unless it is a betterment project that will improve serviceability.

If the project is built, what will be its effect on 3) the facility's serviceability? 10 Points -Significant effect (e.g., widen to and add lanes along entire project) - Moderate to significant effect 8 Points 6 Points - Moderate effect (e.g., widen exist. lanes) 4 Points - Moderate to little effect 2 Points - Little or no effect (e.g., street or bridge deck rehabilitation) 4) How important is the project to HEALTH, SAFETY, AND WELFARE of the public and the citizens of the District and/or service area? 10 Points - Highly significant importance, with substantial impact on all 3 factors 8 Points - Considerably significant importance, with substantial impact on 2 factors OR noticeable impact on all 3 factors 6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors 4 Points - Minimal importance, with noticeable impact on 1 factor 2 Points - No measurable impact 112 5) What is the overall economic health of the jurisdiction? 10 Points - Poor 8 Points -6 Points - Fair 4 Points -2 Points - Excellent 6) What matching funds are being committed to the project, expressed as a percentage of the TOTAL CONSTRUCTION COST? Loan and Credit Enhancement projects automatically receive 5 points, and no match is required. All grant funded projects require a minimum of 10% matching funds.

5 Points - 50% or more 4 Points - 40% to 49.99% 3 Points - 30% to 39.99% 2 Points - 20% to 29.99% 1 Point - 10% to 19.99% 5 Points - Complete or significant ban

3 Points - Partial or moderate ban

0 Points - No ban of any kind



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8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for roads and bridges, but only when certifiable ridership figures are provided.

5 Points - 10,000 or more

4 Points - 7,500 to 9,999

3 Points - 5,000 to 7,499

2 Points - 2,500 to 4,999

1 Point - 2,499 and under

9) Does the infrastructure have REGIONAL impact? Consider origins and destinations of traffic, functional classification, size of service area, number of jurisdictions served, etc.

5 Points - Major impact (e.g., major multi-jurisdictional route, primary feed route to an Interstate, Federal - Aid Primary routes)

4 Points -

2 Points -

10) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure?

2 Points - Two of the above

1 Point - One of the above

0 Points - None of the above

ADDENDUM TO THE RATING SYSTEM DEFINITIONS

CRITERION 2 - CONDITION

Poor - Condition is dangerous, unsafe or unusable

Fair to Poor - Condition is inadequate or substandard

Fair - Condition is average, not good or poor

CRITERION 5 - ECONOMIC HEALTH

The following factors are used to determine economic health:

- 1) Median per capita income
- 2) Per capita assessed valuation of the total community real estate and personal property
- 3) Poverty indicators
- 4) Effective tax rates
- 5) Total corporate debt as a percentage of assessed valuation
- 6) Municipal revenues and expenditures per capita

CRITERION 9 - REGIONAL IMPACT

Major impact -Primary water or sewer main serving an

entire system

Moderate impact -Waterline or storm sewer serving only

part of a system

Minimal impact -Individual waterline or storm sewer not

part of a system